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Vol. VIII. No. 400.

號五廿月十年零拾亥戊年

HONG KONG, SUNDAY, OCTOBER 25, 1931. 日五十月九年未辛次歲 年十二國民華中

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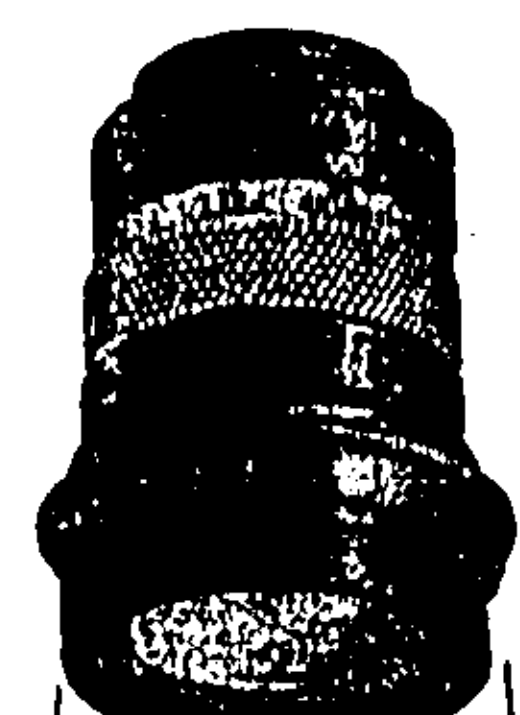
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DIVIDEND OF \$506.10

Surprise Result at the Races.
"GOOD DAY" FOR BACKERS.
Valorous Wins Aggregate Stakes.

The public seemed to be at fault in the opening races of the meeting at the Valley yesterday. Certainly there were but a knowing few who anticipated that Brown Eyes would pay out a handsome dividend, in the first race of the day. Admittedly Mr. Y. T. Fung did not show to the fore until the final gallop, but he gave every appearance of having the race well in hand. Celerity and Movanager were nowhere, the latter making a very poor start.

No less was the dividend paid out on Pegasus, piloted by Mr. Caplan, who just managed to snatch first place from the favourite, St. Moritz. It is interesting to note that Pegasus now shares honours with Woodland Stag for the fastest time over six furlongs, for Australian ponies — one minute, 25 seconds.

Mr. Caplan's star was again in the ascendant in the third race when Lobster Bay brought home the bacon in the Bonham Handicap.

CORONATION EVE FAILS.

Valorous confirmed public opinion when he won the Aggregate Stakes by six lengths. Coronation Eve was entirely out of it, being left at the post. The Plover obviously "objected" to his jockey in the Caïne Handicap, and Mr. A. W. da Rosa was seen footing it down the track, shortly after the start, while his mount made vain efforts to win without him. It was left with the Novices to spring the greatest surprise of the day, and, incidentally, the biggest dividend for a long time. Mr. Benham, riding Good Day, treated his supporters to a return of \$506.10.

Royal Flush again deceived the public, being a very bad third in a field of five, which Boxing Eve made look like a bunch of hicks. No particular jockey can have said to have had a particularly successful day, the returns being more or less evenly distributed.

1.—Bonham Handicap: Six Furlongs.—For China Ponies—"B2" Class. Entrance Fee \$5. 1st Prize: \$350. 2nd Prize: \$150. 3rd Prize: \$75.
Dr. S. To Wong's Brown Eyes 140 lb. (Mr. Y. T. Fung) 1
Lo & Liang's Sans Souci 140 lb. (Mr. Ip Kul-ying) 2
Chau & Chau's Sunny Day 155 lb. (Mr. G. U. da Rosa) 3
Also ran:—Bright Eyes 165 lb. (Mr. Yue Shun-wa); Celerity 169 lb. (Mr. Harriman); Choctow II. 155 lb. (Mr. Fischer); Flornotta 160 lb. (Mr. Caplan); Happy Choice 145 lb. (Mr. Proulx); Jester 141 lb. (Mr. S. N. Pan); Movanager 148 lb. (Mr. A. W. da Rosa); Sonny Boy 165 lb. (Mr. H. C. Lee); The Turbot 140 lb. (Mr. S. Y. Liang); Tom Thumb 140 lb. (Mr. H. A. do Botelho).
Time: 1 min. 36.4/5 secs.
Won by half a length; the same.
Parimutuel: Winner \$64.90; Places, 1st \$21.30; 2nd \$19.50; 3rd \$13.50.

2.—Queensland Handicap: Six Furlongs.—For Australian Ponies which have not won more than \$1,000 in stakes. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.
Dr. J. C. Macgown's Pegasus 152 lb. (Mr. Caplan) 1
C. Gordon Mackie's St. Moritz 165 lb. (Mr. Proulx) 2
W. T. Stanton's Fritz 165 lb. (Mr. Stanton) 3
Also ran:—Cauffield 140 lb. (Mr. Y. T. Fung); Floretta 140 lb. (Mr. Ip Kul-ying); Moon Star 161 lb. (Mr. S. N. Pan); The Bustard 151 lb. (Mr. R. Corbett); Thunderclap 154 lb. (Mr. G. U. da Rosa).
Time: 1 min. 25 secs.
Won by 1 1/2 lengths; 2 1/4 lengths.
Parimutuel: Winner \$64.50; Places, 1st \$15.50; 2nd \$7.50; 3rd \$13.50.

3.—Sixth New Aggregate Stakes: One Mile.—Value \$750. For all China Ponies. Winners of \$5,000 or more in stakes anywhere since January 1, 1931; weight for inches per scale; of \$4,000 to \$4,999, 3 lb. allowance; of \$3,000 to \$3,999, 5 lb. allowance; of less than \$3,000, 7 lb. allowance. The Stakes will be run for six times, or as decided by the Stewards. At the end of the Season an additional sum of \$2,000 will be divided between the ponies scoring most marks in the races for the Stakes during the Season in the proportion of first, 70 per cent.; second, 20 per cent.; and third, 10 per cent. of the added money so far as is consistent with ties. Marks to count 4 for a win, 2 for a second and 1 for a third in each race. The benefit of marks already scored to pass with a pony on a sale. Entrance Fee \$5. 2nd Prize: \$300. 3rd Prize: \$200.
Tally Ho's Valorous 162 lb. (Mr. S. N. Pan) 1
Chuma's King's Counsel 153 lb. (Mr. G. U. da Rosa) 2
Chan Tin-sang's Zorhan 148 lb. (Mr. Harriman) 3
Also ran:—Carbine 151 lb. (Mr. A. A. R. Botelho); Coronation Eve 163 lb. (Mr. Reddy); Orlando 145 lb. (Mr. A. W. da Rosa).
Time: 2 mins. 03.4/5 secs.
Won by 6 lengths; a short head.
Parimutuel: Winner \$3.30; Places, 1st \$5.70; 2nd \$3.30; 3rd \$7.90.

4.—Caine Handicap: One Mile and a Quarter.—For China Ponies. Grifins of this Season. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.
Chan Wal-sang's Nippy 148 lb. (Mr. Ip Kul-ying) 1
Also ran:—

LOCAL "FORT"

Bombardment of O.S.K. Wharf
SNIPERS CAUGHT

'Garrison' Well Stocked With 'Ammunition'

An affair, which was not without its humorous side, occurred on the water front in Connaught Road Central soon after seven o'clock last night.

Alongside the O.S.K. wharf was a Japanese ship. As soon as it became dusk, people going on to and coming off the wharf were met with showers of stones and bricks, which apparently came down from the sky!

For a little time the source of the bombardment could not be discovered. The Police were informed, and they kept watch. Then it was noticed that the missiles came from the roof of the stone latrine situated practically opposite the O.S.K. wharf.

Missiles Across Space. A closer watch was kept on the roof of the latrine, and when next a person stepped on to the wharf, it was seen that heads suddenly bobbed up over the wall of the roof, missiles flew across space, and then the heads bobbed down again.

The Police then went for the "snipers," and carried out a concentrated attack on their "fort," surrounding it completely. An ascent was made to the roof, and there it was found that the "garrison" comprised three very small Chinese boys! The most surprising discovery was that the "fort" was well supplied with "ammunition," there being enough stones and bricks on that roof to hold out for at least an hour against attack!

Calm Surrender. However, the boys did not prove as stout hearted in defence as in sniping, and surrendered without ado. They were made to climb down from their "fort" and then meekly walked with the Police to the Central Police Station, where they will spend the week-end in cells and will appear before a Magistrate tomorrow morning.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps.

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's tenth extra race meeting cash sweeps held yesterday resulted as follows:—

Race 1.		
No. 95	\$868.00	
" 232	248.00	
" 414	124.00	
Unplaced runners (\$50 each),		
Nos.: 158, 293, 43, 295, 178, 35, 353, 374, 234, 249.		
Race 2.		
No. 133	\$1,351.00	
" 243	385.00	
" 17	193.00	
Unplaced runners (\$50 each),		
Nos.: 479, 284, 325, 210, 35.		
Race 3.		
No. 42	\$1,813.00	
" 596	518.00	
" 565	129.50	
" 69	129.50	
Unplaced runners (\$50 each),		
Nos.: 325, 274, 359, 477.20		
Race 4.		
No. 325	\$3,340.40	
" 274	954.40	
" 359	477.20	
Unplaced runners (\$50 each),		
Nos.: 97, 448, 318.		
Race 5.		
No. 5	\$2,102.80	
" 261	600.80	
" 378	300.40	
Unplaced runners (\$50 each),		
Nos.: 450, 95, 296, 608.		
Race 6.		
No. 846	\$1,986.60	
" 387	597.60	
" 742	141.90	
" 744	141.90	
Unplaced runners (\$50 each),		
Nos.: 695, 826, 699, 277, 444, 666, 201, 808, 238, 381, 543, 213, 700.		
Race 7.		
No. 533	\$2,248.40	
" 787	642.40	
" 507	321.30	
Unplaced runners (\$50 each),		
Nos.: 34, 746.		

SACREDNESS OF TREATIES

Japan Disappointed and Resentful.
INTENDS TO STAND PAT.
League Should Not Attempt Force.

A Reuter's cablegram from Tokyo yesterday states: "If the League refuses to handle the question of the sacredness of Treaties, the League should refrain from attempting to force Japan to change her stand," appears to sum up the attitude of Japanese official circles, which are clearly disappointed at and resentful with the League's apparent intention to override Japan's insistence on Chinese recognition of her Treaty commitments as a sine qua non.

Whilst emphasising that Japan recognises the seriousness of such a step, officials intimate that Japan intends to stand pat on the Treaty question and would have seriously to consider withdrawal from the League if the Council refuses to back up the principle of the sacredness of Treaties, as refusal can only be interpreted as setting at naught the first principles of international intercourse.

MAY WITHDRAW FROM LEAGUE.

Nanking, Yesterday. A special meeting of the National Government Foreign Affairs Committee decided to instruct Dr. Sze to stand firm by the original text of the League resolution on Manchuria and reject any modification or revision. Safety of Japanese.

Geneva, Yesterday. In spite of stormy weather there was a fair attendance of the public to witness the opening of this morning's sitting of the Council, which opened a few minutes after ten o'clock. M. Briand opened the sitting by stating that the object was

the continuation of the deliberation of the Council's draft proposal to the Japanese counter-proposal.

Mr. Yoshizawa then made a most important pronouncement in referring to the question by M. Briand and Viscount Cecil.

Lord Cecil.

He affirmed that the fundamental principles mentioned in the Japanese counter-proposal were only intended to ensure the safety of Japanese nationals. Other subjects forming the matter of disagreement between the two countries could be discussed at a later date.

Natural Desire. Viscount Cecil thereon asked for very definite decisions regarding the purpose of the Japanese phrase "fundamental principles."

Mr. Yoshizawa replied that he had a certain idea what those fundamentals were, but he could not communicate them to the Council until he was authorised by the Japanese Government. He thought it only natural that his Government should desire to conclude an agreement with China before proceeding to evacuation. The Japanese Government was convinced that otherwise Japanese nationals would be exposed to reprisals. He considered that he had already given sufficient explanation.

Fundamental Difference. M. Briand, in summing up, said that the text of the resolution of the Council was inspired by respect for Treaties, but there could be no question of prolonged negotiations before evacuation. The fundamental difference dividing the two parties lay in what should be envisaged when it came to ensuring the security of their nationals.

Condition of Safety. M. Briand reminded Mr. Yoshizawa that before the dis-

(Continued on Page 24.)

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COMMERCE & FINANCE

SHARE MARKET.

Weekly Reports by
Brokers.

G. A. HARRIMAN.

Hong Kong, October 24.
 G. A. Harriman's weekly share
 report and market review issued at
 noon, October 24, states:—
 The market has enjoyed a great
 deal of activity during the week
 under review and a bullish tendency
 prevailed throughout. It was
 obvious at the opening that prices
 had reached bottom and enquiries
 coming in slowly at first, increased
 gradually, and the drop of 3/4d
 in exchange at one period gave a fresh
 impetus to the demand which was
 well maintained. The recovery in
 the speculative section was
 most pronounced with Cements,
 Hotels, China Lights, and Realities
 all marked up about a point. Con-
 structions also improved from 3/8d
 to 1 1/2d for the combined shares.
 The investment section also recovered
 considerably with Tram shares mark-
 ed up from 20 to 22, Electric
 from 75 1/2 to 79, and Lands from
 80 to 84. The sterling section
 enjoyed a little more activity than
 usual with Banks and Unions done
 at \$1.57 1/2 to \$1.60 and \$4.40 to \$4.50
 respectively. The liquidation for
 Settlement having apparently taken
 care of itself the market has entire-
 ly recovered its usual buoyancy
 and there was a decided increase in
 the volume of business towards the
 close, displaying more confidence
 and interest than ever in the market,
 which closed with a very good
 undertone in all sections.

Banks.—Hong Kong and Shang-
 hai Banks were very steady, shares
 having changed hands at \$1.56 1/2
 to \$1.60. Bank of East Asia were
 booked at \$1.32 to \$1.34.
 Insurance.—Unions were sold at
 \$4.40 to \$4.50, closing in demand at \$4.50.
 China Underwriters were the
 medium of a fairly large turnover
 at \$4.50 to \$4.85 and more shares were
 enquired for at \$4.80.
 Shipping.—Hong Kong Steam-
 boats were wanted at \$25 without
 attracting sellers. Union Water-
 boats changed hands at \$27.
 Mining.—Business in Raubs was
 reported to have been done at 35 1/2,
 the market closing with buyers at
 the improved rate of 38.
 Docks, Wharves and Godowns.—
 Hong Kong and Kowloon Wharves
 improved a little and there were
 buyers in the market at \$155. Pro-
 vidents (old) sagged to a buying
 rate of \$4 1/4, at the outset, but im-
 proved a great deal at the close with
 enquiries at \$5.50, sales having
 been made at rising rates from
 \$4.90 to \$5.70.
 Hotels and Real Estate.—Hong
 Kong and Shanghai Hotels (old)
 showed a great improvement, a
 large volume of business having
 been transacted at rising rates from
 \$14.10 to \$15. Hong Kong Lands
 improved a great deal, shares hav-
 ing changed hands at as high as
 \$84. Humphreys (old) was slightly
 better with enquiries at \$18.60,
 after sales at \$18.18.60. Hong Kong
 Realities showed strength, being put
 through at \$12.10/13.
 Cotton Mills.—Ewos attracted a
 fair amount of attention, and were
 in demand at \$16.10 at the close,
 transactions having been done at
 \$16.35/60.
 Public Utilities.—Hong Kong
 Tram improved a great deal with
 sales reported as high as \$22.50
 but closed easier with shares offer-
 ing at \$21.60. Star Ferries were
 very firm at \$93. China Lights
 were put through at \$27/28 and
 shares could be obtained at the
 close at \$27 1/2. Hong Kong Elec-
 trics met with a steady demand and
 were done up to \$79 with further
 buyers prevailing at \$78 1/2. Tele-
 phones (partly paid) recovered to
 a buying rate of \$29, but sellers
 were scarce.
 Miscellaneous.—Cements (comb.)
 experienced a very active market,
 a large number of shares having
 changed hands at \$19.50 to \$20.10.
 They were a shade easier towards

the close with sellers asking \$19.50.
 Hong Kong Ropes were transacted
 at \$17 1/2 closing with further
 buyers at \$17 1/2. Dairy Farms
 firmed up to a buying rate of \$30 1/2.
 Watsons were in demand at \$16.
 after sales at \$16 1/2. Lane, Craw-
 fords (old) changed hands at \$6.60.
 Sinceres could be placed at \$14 1/4.
 Hong Kong Amusements and Entor-
 tainments were more or less neg-
 lected. Constructions continued
 firm at \$10 1/2 for the combined
 shares and \$1.25 for the new.
 Forward Settlement Days.—October
 27, November 24, and December
 22.

CARROLL BROS.

Hong Kong, October 23.
 We have to report a much better
 tone in the market during the week
 under review and both speculative
 and investment stocks came in for
 good inquiry. Prices in some of the
 stocks show a substantial rise as
 compared to the previous week and
 we are of the opinion that there will
 be further appreciation after the
 approaching settlement. The fall
 in rate of exchange has resulted in
 a brisker demand for both Hong
 Kong Banks and Union Insurances.
 Ewo Cottons have remained very
 steady with a rising tendency.

Banks.—Hong Kong Banks after
 business early this week at \$1.530
 have now advanced to \$1.580/1.600
 at which rates shares changed
 hands. Further shares could be
 placed at \$1.585. Bank of East
 Asia have been done at \$1.32 and
 there are further buyers at \$1.30.
 Insurance.—Union Insurances
 have advanced from \$4.20 to \$4.50
 buyers. China Underwriters are
 wanted at \$4.75 with sales at \$4.85.
 Canton Insurances were sold at
 \$1.50 and Hong Kong Fires at
 \$1.45. China Fires are nominal at
 \$650.

Shipping.—Douglases are inquired
 for at \$25.00. Steamboats could
 be placed at \$25 with sellers at
 \$26.00. Waterboats were done at
 \$27.00.
 Mining.—Benguet are sellers at
 \$12.00. Raubs after business at
 \$35.50 have further buyers at
 \$38.00. The remaining part of this
 section is neglected.

Lands, Hotels and Buildings.—
 Hong Kong Hotels have risen from
 \$14.00 to \$15.00 buyers with prob-
 able sellers at \$15.25, sales were
 made up to \$15.15 for the Old
 shares. The New shares have buyers
 at \$14.60. Hong Kong Lands
 changed hands at \$83.50 and have
 further buyers at \$88.00. Hong
 Kong Realities have buyers at
 \$12.75, business done from \$12.45
 to \$13.00. Humphreys Old shares are
 wanted at \$18.25, the New shares
 are nominal at \$17.75.

Cotton Mills.—Ewo Cottons have
 advanced to a buying rate of Taels
 16.40 with probable sellers at Taels
 16.50.
 Docks, Wharves and Godowns.—
 Kowloon Wharves have been in good
 demand and buyers are now offering
 \$153 without however attracting
 sellers. China Providents have had
 a substantial rise from \$4.80 to
 \$5.50 buyers for the Old shares.
 The New shares are wanted at
 \$2.60. Kowloon Docks have buyers
 at \$29.75.

Public Utilities.—Hong Kong
 Trams after falling to \$20 have now
 advanced to \$22.00 buyers, business
 being done up to \$22.50. Star
 Ferries have appreciated to \$93.00
 buyers. China Lights after busi-
 ness at \$26.50 have now improved
 to \$27.50 buyers with sellers at
 \$28.00. Hong Kong Electric have
 buyers at \$78.50. Hong Kong Tele-
 phones have been in better demand
 and are now wanted at \$28.75.
 Miscellaneous.—Canton Ices are
 quite neglected. Cements after
 being down to \$18.25 advanced to
 \$20.20 yesterday but at the time of
 writing are easier at \$19.85 buyers
 and sellers at \$20.00. Hong Kong
 Ropes are wanted at \$17.50, shares
 changed hands from \$16.00 to
 \$17.75. Dairy Farms have advanced
 to a buying rate of \$29.00. Hong
 Kong Amusements are wanted at
 \$22.50 after business at \$22.60/23.00.

Constructions Old were done at
 \$4.00/5.00 and the New shares at
 \$1.30. Lane Crawfords Old shares
 are wanted at \$6.25, the New shares
 are nominal at \$6.00. Watsons have
 buyers at \$15.50.

Exchange.—Rate of Exchange on
 London to-day T.T. is 1/2 1/4 and on
 Shanghai 77 1/4.

Forward Settlement Days.—Octo-
 ber 27 and November 24, 1931.

RAIL CO-OPERATION

Important News from
Canada.

A cable has been received from
 Canadian Pacific Head Office,
 Montreal, by Mr. Allan Cameron,
 Oriental Manager, Canadian Pacific,
 Hong Kong, that official announce-
 ment was made on October 21 of
 the co-operation between Canada's
 two great railway companies and
 registered an important advance
 when it was officially announced
 that an agreement had been reach-
 ed whereby the Canadian National
 will co-operate with the Canadian
 Pacific Railway and the Canadian
 Pacific Steamship in the advertising
 and solicitation of freight, passeng-
 er and express traffic for Canadian
 Pacific ships to and from Canadian
 Atlantic ports.

In other words, the two railway
 companies have agreed to work to-
 gether to promote rail and steam-
 ship business originating across the
 Atlantic, or that goes through, or
 from Canada to European ports,
 while under this arrangement the
 steamship company will have the
 advantage of securing business origi-
 nally on Canadian National
 Lines.

The agreement also provides for
 a compensating advantage to the
 Canadian National in the rail haul
 of freight, passenger and express
 business to and from the ships of
 the Canadian Pacific.

The agreement follows upon the
 policy of co-operation, which the
 executives of the two companies
 have been working toward over
 many months.

One of the features of the agree-
 ment is that in order to serve the
 Canadian National, all Canadian
 Pacific passenger ships sailing to
 and from St. John, Nova Scotia,
 both on their westbound and east-
 bound voyages, and Canadian Pacific
 freight ships sailing from St.
 John on eastbound voyages will also
 put into Halifax.

The port of St. John will con-
 tinue to be the Canadian Pacific
 winter terminal port handling
 through traffic as in the past.

As a part of the agreement with
 the Canadian Pacific Steamships
 the Canadian National representatives
 become agents for the sale of
 passenger tickets, and the booking
 of freight through its ticket offices
 agencies and representatives
 throughout Canada, the United
 States, the British Isles, and where-
 ever else it does business.

The agreement covers a period
 of ten years and has received the
 signatures of Mr. E. W. Beatty,
 K.C., President and Chairman of
 the Canadian Pacific Railway, and
 Sir Henry Thornton, President and
 Chairman of the Canadian National
 Railways.

It becomes effective at once and
 the two railway companies will, as
 in the past, continue to handle
 traffic to and from all other Atlantic
 steamship lines.

LAST WEEK'S SOLUTION.

CANDIDATE
 STAR ANTE OVEN
 CURT ANTE PERUS
 CANE ADEPT NOBS
 ERE CHUM CRON SET
 BEING CRAM ETON I
 BEING CRAM ETON I
 A SIRE SHAP E
 TON NONINAL SEEN
 ERIS TIED DEARS
 ANTED TIED DEARS
 NERO ANTE
 TRANS CINO

HONG KONG STOCK EXCHANGE

HIGHEST AND LOWEST QUOTATIONS

(Figures from Ellis & Edgar Monthly-booklet).

	Year 1930		Jan. to September, 1931.	
	Highest	Lowest	Highest	Lowest
Hong Kong Banks	1765	1290	2200	1500
Bank of East Asia	121	95	135½	114
Canton Insurance	1240	695	1,550	1240
Union Insurance	325	364	652½	425
China Underwriters	3.35	2.45	6.20	3
China Fire Insurance	450	315	800	450
I.I.K. Fire Insurance	1225	816	1485	1225
Douglases	28¾	22¾	28¾	20½
I.I.K. Steamboats	32	22	31	25
Indo-Chinas—Pref.	46	30	45	40
do. —Def.	70	22	30	24
Union Waterbouts	39	22¾	39	35½
New issue			29	24½
I.I.K. & K. Wharves	186	143	174	150
H.K. & W. Docks	40½	30	36	28
China Providents	6¼	4.90	6.70	5
H.K. & S. Hotels	13½	10	18.40	12.10
H.K. Lands	88	63½	94½	83
Humphreys—Old	17.80	14	22¾	16½
do. —New			22¼	16¼
H.K. Realities	11½	8	18	8.90
H.K. Trams	22½	17½	24	17.20
Peak Trams—Old	14½	11½	14¾	13.95
do. —New	6¾	5.65	7	6
Star Ferries	96½	66	97	88
China Lights	29.57	19	32.10	24
H.K. Electrics	34	66	84½	77½
Telephones \$5 paid up	23¾	19¼	45	22¾
do. fully paid	35½	27	54	36¼
Canton Ices	3.80	2.10	8.35	3¼
Cements Combined	19.65	14¼	21.40	16¼
do. —Old	14	10½	15	11.60
do. —New	5¼	3¾	6¼	5.05
H.K. Ropes	11¾	6	23¾	11.35
Dairy Farms	27¾	20	34.10	24¼
Watsons	13¼	10.70	18½	12.40
Lane, Crawfords	4	2	8.30	3.60
Wm. Powells	2.85	2½	4¼	2.85
H.K. Amusements	31	23	27¾	19¼
do. —New			24	17
H.K. Constructors	4¾	1.10	14.55	4.80
Raubis	34	11¼	43.20	84
Ewo Cottons	T. 17.70	10.80	16½	11.90
N. Engineering	T. 8¼	7.10	7.10	5¾
Shanghai Docks	T. 136	101	117	103



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POETS' CORNER.

WHAT'S THE USE?

We write about the KAU SING, we
rave, and tear our hair,
We state that when she wanted she
is not seen anywhere,
When the Harbour's full of shipping,
and the shipping's full of woe,
Does the KAUSING lie at anchor with
her crew all snug below—
BUT WHAT'S THE USE?

We write about our TEACHERS (the
married ones I mean),
Who know old MONTESSORI, and Mr.
PROBDEL, it would seem,
Their Hubby's "CIVIL SERVICE," and
works hard to earn a crust,
They both are "sitting pretty,"—let
the dollar do its worst—
BUT WHAT'S THE USE?

Our BEACHES are fished from us,
and we make an awful fuss,
We write rants to the paper, and
gnash our teeth, and curse,
Our Unofficial Members state our case
as best they can,
But the "Powers that be" say nothing,
they're as tight as any clam—
BUT WHAT'S THE USE?

Mr. "A.B.C." has told us of the
numerous DEGREES?
That he lifted from the Civil List with
the very greatest ease,
But he quite forgot to tell us that it's
all a lot of "flam,"
As was pointed out next morning by
Mr. O. B. Dammed—
BUT WHAT'S THE USE?

We've had lots of trouble lately in the
Hong Kong Soccer Code,
And one side blames the other (it
seems it's "a la mode"),
To blame the other fellow, but take
care, or you will find,
That you'll wake up some fine morn-
ing and find that he's resigned—
BUT WHAT'S THE USE?

The "PRESS" is full of this and that,
and other things as well,
The very latest thing I read is about
an awful SMELL,
That emanates from Kowloon, it pol-
lutes the very heavens,
But the "POISON SMOKE" when
analysed shows only "Point o
seven" (57)
BUT WHAT'S THE USE?

But if we air our grievances, our
trouble we will halve,
The "Powers that be" know this full
well, it's a perfect safety valve,
And while we write, and fume, and
growl, they emit a gentle snore,
And we soon begin to realise that we're
worse off than before—
BUT WHAT'S THE USE?

L'Envol.
In conclusion I would like to say how
I would run the "JOINT."
I'd give the people absolutely every-
thing they want,
Their girls could all be TEACHERS,
their boys all be CADETS,
And they could have the KAU SING
as a plaything and a pet,
I'd give them all the BEACHES from
Green Island to SHEK O,
I'd pay them all in STERLING, on the
PENSION they'd all go:
I'd have free education—I'd give them
all "DEGREES,"
In fact I'd tell the blighters they could
do just as they please:
I'd guard their little noses from that
benignly horrid smell
That emanates from Kowloon where
the common people dwell:
Then all praise could go to Heaven,
and all TAXES go to H—
BUT WHAT'S THE USE?

SOUVENIRS.

So long they lie, forgotten and unseen,
These hidden links with bygone
memories,
Until, by hand of chance, they lay re-
vealed,
As if to taunt us, with life's vagaries.

What poignant depths, within our
hearts are ailed,
As faded treasures meet the light
of day,
And, in our soul, an answering echo
find,
To ever living call of yesterday.

For, few indeed, have mislaid a cross
to bear,
Along the road toward their destiny,
Or, failed to see, mid gaieties of life,
Some haunting shadow of its tragedy.
So, once again, we hide them from our
view,
Those sacred relics of past joys and
fears,
And, turn again toward the daily path,
A smiling face our sacrifice, for
tears!

—W. J. HOGAN.

New Christian Chinese Cemetery.

His Excellency the Governor in
Council has authorised as a place
to be used as a Cemetery and to be
known as "Cheung Cheung Chau
Chinese Christian Cemetery" the
piece of land containing about
10,000 square feet, situated at
Cheung Chau in the New Territories
in the Colony of Hong Kong and
shown on the plan deposited and
which may be seen in the office of
the District Officer, South.

KENNEDY TOWN BATHING BEACH.

Kennedy Town bathing beach will
be closed on and after 7 p.m. on
Saturday, the October 31, 1931.

LETTERS AND RADIO Addresses Which Cannot Be Traced.

POST OFFICE LIST.

A General Post Office notifica-
tion gives the following unclaim-
ed correspondence, etc., waiting
at the Post Office and also un-
claimed radio telegrams at the
Radio Telegraph Office, Govern-
ment Building:—

Poste Restante Correspondence.

G. Brown, F. S. G. Bayly, H. A.
Van Benningen, G. Bober, C.
Broude, Mrs. A. Cockerton, Karam
Peshawari Chand, H. L. Fowler,
Frank Fayton, Henri Gelbert,
W. F. Graff, J. F. Garges, Mrs. C.
Gallop, Mrs. W. Herberts, H. M.
Hodges, W. Hochstadt, Honer
Manuf. Co., C. H. Halland, Jr. D.
Heddo, Hardy, A. L. Jones, Dr. G.
Kalambakal, Capt. S. R. Kitching,
s.s. Chasinar, Alexander Kock, Miss
London, Mr. Miliara, F. A. Mc-
Intosh, Eric McMillan, s.s. Chasina,
F. Munford, J. Newman, C. Nelson,
Miss Ruth Nelson, A. Nouailhetas,
Oriental Art Co., Pat. Ridley, A. J.
Rawlings, J. Read, T. H. Reid, J. L.
Robinson, E. P. Schmidt, Mrs. R. E.
Sutton, c/o U.S.S. "Goldstar", H. O.
Salman, Lewis Smith, M. D.
Skovroff, E. Sullivan, C. Shilton,
L. Sedeny, Mr. Summers, Miss
Oliver Stuart-Menton, Miss Altha
Todd, Tan Keng Lian, Mons. Van
Dyk, H. D. Watts, Mrs. L. Winslow,
Miss Ida Wilson.

Registered Articles.

Prof. O. Binnebos, Chan Pun On
Chand, Karam, Peshawari, Chan
Yat Ping, R. S. Fuller, c/o Hong
Kong Hotel, F. A. Soares, S. Speigel
c/o American Consulate.

Radio Telegrams.

8765, from Canton.
1129 2839 6794 1648 3029 5069
5049, from Shanghai Bo.
8765, from Canton.
5509, from Amoy.
0425, from Amoy.
0524, from Swatow.
Chuck Hon Blue Funnel Officers
Club, from Pres. Mackinley.
1100, from Teingtao.
1100, from Teingtao.
4783 203 Latchekok Road Shum-
supio, 2nd floor, from Swabue.
Jeng Fat Loonz, Kotamohngoc.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the Hong
Kong Broadcasting Station Z.B.W.
on a wavelength of 355 metres:

10-11 a.m.—Relay of Service
from St. Joseph's Church.

11 a.m.—2 p.m.—Chinese Pro-
gramme.

1 p.m.—Local Time & Weather
Report.

2 p.m.—Close Down.

8-10 p.m.—European Programme
of Columbia Records kindly sup-
plied by the Anderson Music Co.

8.05-8.20 p.m.—

William Tell—Overture (Rossini).

Sir Henry J. Wood Conducting
the New Queen's Hall
Orchestra (5059-59).

8.20-9.03 p.m.—

Guitar Solo—

Elegie (Massenet),

Gullermo Gomez (5397).

Song—

Swing, Low, Sweet Chariot

(Negro Spiritual),

Edna Thomas (Soprano)

(4904).

Organ Solo—

Scherzo (Commette),

Edouard Commette (5315).

Choral—

O Peaceful Night (German),

O Hush Thee, My Babe (Sullivan),

The Salisbury Singers (4298).

Violin Solo—

Madrigale (Simonetti),

Czardas (Monti),

Yvonne Curti (5200).

Song—

At the Mid Hour of Night

(Moore & Cowen),

Devotion (Hayes-Schumann),

Roy Henderson (Baritone)

(4692).

Pianoforte Solo—

Chorale Prelude—Beloved Jesus, We

Are Here (Bach arr. Cohen),

Chorale Prelude—Mortify Us With

Thy Goodness

(Bach arr. Hummel),

Harriet Cohen (4740).

9.03-10 p.m.—

The 1st Act of the Opera "Rigoletto"

(Verdi),

Played by Milan Symphony

Orchestra with Solists and

Chorus of La Scala,

Milan (DX139-45).

10 p.m.—Close Down.

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S. A. Rumjahn and H. G. Wallington to name only a few.

SPECIAL ARTICLES INCLUDE THE FOLLOWING

The earlier days of the Hong Kong Football Club by W. Pryde.

The South China Athletic Association 1904-25 by C. F. Yuen.

The South China Athletic Association 1925-31 by Wong Ka Tsun.

The Progress of Hockey in the Colony by A. A. Dand.

The Hong Kong Tennis League by S. E. Grien

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" Herfordians
" Marlboroughians
" Mertonians
" Mill Hillians
" New College
" Rugby School
" St. Albans
" St. Andrew's
" St. David's
" St. John's
" St. Leonards
" St. Paul's
" St. Peter's
" St. Thomas's
" St. Vincent's
" Westminster
" Wykehamists

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Royal Army Medical Corps
Royal Air Force
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Royal Engineers
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Royal Marines
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Sandhurst College
Hong Kong Volunteer Defence
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Old Salopians
" Stewarstonians
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BORDERERS WIN IN ALL THREE LEAGUES

Division I. HOWE'S "HAT" TRICK UNAVAILING.

Club ... 3 Kowloon ... 4
Play was uninteresting until Howe, receiving well in his own half from the outcome of a corner kick for Kowloon, ran through the spread-netted defence to give Nicholls no chance with a lightning shot. Hedley was showing up well in his new position and had had luck with a shot that beat Rodgers all the way but rebounded from the crossbar.

Duncan, at wing half for Kowloon had the Club left flank bottled up for three parts of the game, and fed Dominy well. But the latter's centre, with the exception of the one that Greenwood equalised with, were far from accurate. Timberlake, at last having been noticed by Greenwood and Ianison, showed what he could do in the way of opportunism, and was near on many occasions. After half-time, Kowloon tried hard for the lead, but Pile and Strange were playing a splendid game and well supported Rodgers, who brought off some effective saves. A smart inside movement, however, resulted in Timberlake finding the net. Timberlake repeated the dose a few minutes later.

Howe again showed that he is not a forward to be left alone, as McKelvie knew when Alexander sent over a pass for the Ex-Tenants player to reduce the Club's deficit. After Railton had saved a certain goal, the Club drew level when a miskick by Downman let in the nippy Howe to give Nicholls no chance. After this Kowloon's forwards were well in the limelight but the Club defence worked like trojans and bulked any shots that were sent in, until Dominy managed to keep a centre to Ianison, very well and all he had to do was to tap the ball past the unpositioned Rodgers, to give Kowloon the lead. At this period Rodgers was playing a marvellous game and it was decidedly unfortunate for him to be beaten by such an easy effort. Close off time Strange ran almost the length of the field with the ball to put Alexander away, but Downman cleared.

Sgt. Caswell lined out the following teams:—
Club:—Rodgers; Pile, Strange; Railton, Skinner, Baldwin; Alexander, Bell, Howe, S. Strange, Jackson.

Kowloon:—Nicholls; Martin, Downman; Duncan, McKelvie, Biles; Dominy, Hedley, Timberlake, Greenwood, Ianison.

BORDERERS' MARKSMEN GIVE MARQUES PLENTY TO DO.

Borderers ... 3 Recrelo ... 1
Only the splendid goal-keeping of Marques saved the Recrelo from a much heavier defeat. He played an inspired game. The run of play for three parts of the game was fairly even, and the first half was nearly spent before a goal was scored. A. V. Gosano at centre half was the mainstay of the Recrelo defence. His forwards did not take advantage of the openings he constantly made for them. The Borderers, on the other hand, seized every opportunity to shoot—and few shots went wide. Marques pulled them in from all angles and heights. The shots that beat him would have beaten any goalkeeper.

The Borderers favoured the open and long passing game and it paid. Ten minutes before the interval they drew first blood through Harris, who dashed in from the right wing to meet a centre. He took the shot on the run and left Marques standing. The Recrelo took the ball down to the other end and were awarded a penalty. An over zealous defender "charged" Ward off the ball when he was favourably placed for a shot. A. Gosano scored from the spot kick. The Borderers took up the running throughout the second half and gave an overworked defence a harassing time. The Recrelo fought back stubbornly but proved weak in the attack. Combined

work on the Borderers' right resulted in the ball being centered to Davis who beat Marques from close in. The Borderers' forwards were much quicker on the ball than the Recrelo's defenders and showed in shot after shot. Marques' display was little short of marvellous. A. Gosano worked like a trojan. He was everywhere, and he needed to be—his wing halves were almost useless against the tricky and speedy Harris and Duncan. The pressure of the Borderers was not to be denied and Sgt. Harris scored the third goal with a rasping low shot from close in. The Borderers deserved their win. They were the more workmanlike team, and the faster combination. With five marksmen in the forward line all shots were dead on the target and possible goals.

Borderers: Johnson; Mullane, Morrison; Morgan, Eynon, Underwood; Harris, Davis, Sgt. Harris, Lakeman, and Duncan.
Recrelo: Marques; Silva-Netto, S. Sousa; Beltrao, A. Gosano, Remedios; Victor, C. Gosano, Rozza-Pereira, Ward, and A. Sousa.
Referee: E.O. Darlington.

NAVY FORWARDS FIND FORM IN SECOND HALF.

Navy ... 3 Police ... 1
On the Kowloon Ground, the Navy fielded a strong side, and enjoyed most of the play. Right from the kick-off they swept down on the Police goal and Perkins and Britain were called upon to give of their best. Fraser in goal was fairly safe, his height enabling him to save those high dropping shots. Savage in the Navy goal was seldom called upon, the Navy halves repelling the attacks set up by the Police, which were few and far between. Dickenson and Skinner were outstanding in the Navy forwards, Dickenson was inclined to be too selfish with the ball. Had he narted with it a bit more in the first half, there would probably have been no goal-less first half. His inside men were standing there unmarked but he preferred to go through on his own. Skinner was playing a trustful game on the wing and his centres were ideal, but the Police adopted bustling methods, and the inside forwards of the Navy were unlucky. The Navy kept attacking and Dickenson hit the upright with a low shot.

In the second half, the Navy made a bee-line for their opponents' goal, and corners came in abundance. Skinner on the left tried a shot which skimmed the crossbar, and the Navy left wing had most of the play, and it was from this wing that the ball was sent to Dickenson to open the scoring for the Navy. The Navy right wing broke away, and entered the ball to Dickenson. The centre forward tried a shot which was blocked by a defender, the ball bouncing off him to Pester, who made no mistake. The Navy had matters their own way for a little bit, and nearly went further ahead, Dickenson pushing the ball in with his hands. The Police came into the picture now and managed to force a couple of corners, one of which went behind, the other being easily cleared. The Navy made a strong attack and Dickenson beat Fraser with a first timer. The Police were giving a free kick for hands against Pearce, and Channings lobbed the ball into the goalmouth, for Savage to punch the ball into his own net.

Navy:—Savage; Dixon and Carter; Gatehouse, Pearce and James; Robertson, Scorer, Dickenson, Pester and Skinner.
Police:—Fraser; Perkins and Brittain; Jessop, Channings and Sheppard; Pile, Wheeler, Moss, Bentley and Williams.

ARGYLLS IMPROVE GOAL AVERAGE AT ST. JOSEPH'S EXPENSE.

St. Joseph's ... 1 Argylls ... 6

St. Joseph's were no match for the strong military eleven in this encounter and retired well defeated by six goals to one. It is obvious that the college cannot at present field a team capable of holding their own in the premier division. They rarely turn up with a complete eleven, thus necessitating the inclusion of one or more spectators, which completely throws what team they have out of gear.

D. Leonard at centre forward is on his own and, with the exception of a little help from All, has to forage for himself. Sousa played well enough in goal, but could not, with all his anticipation and alertness, prevent the Argylls running through and scoring on six occasions. The Scots were a "good combination," having brought in

RESULTS AT A GLANCE.

Division I.		
Borderers	3	Recrelo
Police	1	Royal Navy
St. Joseph's	1	Argylls
Club	3	Kowloon

Division II.		
Borderers	6	Club
Royal Navy	0	Argylls
R.A.O.C.	6	University
12th Bty. R.A.	3	Kowloon

Division III.		
R.A.F.	0	Recrelo
R.E.	1	Borderers
St. Joseph's	6	Radio

GOAL SCORERS.

The following were the goal scorers in yesterday's League matches:—

Division I.		
Howe (Club)	3	
Timberlake (Kowloon)	2	
Hughes (Argylls)	2	
Louden (Argylls)	2	
Dickenson (Navy)	2	
Peole (Navy)	1	
Channings (Police)	1	
Omar (St. Joseph's)	1	
Wylie (Argylls)	1	
Lamont (Argylls)	1	
Janson (Kowloon)	1	
Greenwood (Kowloon)	1	
Harris (Borderers)	1	
Davis (Borderers)	1	
Harris, Sgt. (Borderers)	1	
Gosano, A. (Recrelo—penalty)	1	

Division II.		
Sands (R.A.O.C.)	3	
Ainslie (R.A.O.C.)	2	
Kho (University)	2	
Matthias (Borderers)	2	
Morris (Borderers)	2	
Channings (Borderers)	1	
Parsons (Borderers)	1	
Reid (Club)	1	
Sansom (R.A.O.C.)	1	
King (Argylls)	1	
Frearson (12th Bty.)	1	
More (12th Bty.)	1	
Walker (12th Bty.)	1	
White (Kowloon)	1	

Division III.		
Gomes (Recrelo)	3	
Lim (St. Joseph's)	2	
Sim (St. Joseph's)	2	
Elms (Radio)	2	
Rice (Borderers)	1	
Pritchard (Borderers)	1	
Moss (R.E.)	1	
Singh (Radio)	1	
Thanh (St. Joseph's—own goal)	1	
Vempin (St. Joseph's)	1	

LEAGUE TABLES.

Division I.			Goals.		
	P.	W.	D.	L.	F. A. Pts.
Kowloon	4	3	0	1	10 6 6
Argylls	3	2	1	0	9 3 6
Borderers	2	2	0	7	7 1 4
Navy	3	2	0	1	7 5 4
Club	3	1	1	1	14 7 3
Police	2	0	1	2	4 1
Recrelo	0	1	3	3	9 1
St. Joseph's	0	0	3	4	21 0

Division II.			Goals.		
	P.	W.	D.	L.	F. A. Pts.
Argylls	3	3	0	0	9 2 6
Kowloon	3	2	0	1	10 4 4
Borderers	3	2	0	1	13 9 4
R.A.O.C.	3	2	0	1	7 5 2
Navy	3	1	0	2	6 4 2
Club	3	1	0	2	4 10 2
12th Bty.	3	1	0	2	8 10 2
University	2	0	0	2	3 9 0

Division III.			Goals.		
	P.	W.	D.	L.	F. A. Pts.
Recrelo	3	3	0	0	17 1 6
Borderers	3	2	0	1	3 5 4
St. Joseph's	1	1	0	0	6 3 2
R.E.	3	1	0	2	8 9 0
R.A.F.	1	0	1	0	0 0 0
Radio	3	0	0	3	7 23 0

Louden for McTavish and Doherty at left back. Their most effective wing was Lamont and Hughes which produced the majority of points. Hay was well to the fore with some fine head work as usual and was well supported by McGlashan and Melville.

After the Saints had taken an early lead through Omar, the Argylls soon recovered and went quickly ahead through Wylie and Louden, and held that lead until the interval. On resuming the Argylls completely monopolized the game and many free kicks were given to them for bad tackles by the Saints' defenders. After Lamont had put them further ahead, Louden converted a penalty, which was awarded for a rough tackle. Before the end Hughes scored twice.

E.R.A. Anderson lined out the following teams:—
St. Joseph's:—B. Sousa; Gomes, Delgado; Costa, Castilho, Gutierrez; All, Omar, D. Leonard, Fernandes, Sousa.
Argylls:—Hastie; Blackburn, Doherty; McGlashan, Hay, Melville; Christie, Wylie, Louden, Lamont, Hughes.

Division II.

MAXWELL'S CENTRES
TROUBLE NAVAL
GOALKEEPER.

Navy ... 0 Argylls ... 1
Both teams made several changes from their encounter of three weeks back, but the Argylls again left the

field with the spoils, although with not so much ease as before. After a somewhat shaky start, the Navy defence settled down to meet the brilliant assaults of the opposition with some good tackling and clearing. The Argylls were well served in their defence, Grant being seen to advantage on many an occasion with steady kicking, and Bruce fed his forwards well from the centre half position.

After King had given the Argylls the lead early in the opening half, more was seen of the Navy forwards, Langmead being especially brilliant with his low passes to the wing. But the Navy lacked finish in front of goal and MacFarlane had an easy time. Maxwell's centres were always a source of danger to Wilson, several being punched over the bar by him. Maxwell, apart from King's shot which gave him no earthly chance, kept and cleared strongly.

Mr. J. Lawrence lined out the following teams:—
Navy:—Wilson; Frame, Little; Burke, Ratcliff, Martin; Lowden, Packer, Langmead, Morrison, Green. Argylls:—McFarlane; Grant, Fraser; Boydall, Bruce, McDonald; Hogarth, Davidson, King, Alexander, Maxwell.

CLUB COMPLETELY OUTPLAYED BY BORDERERS.

Borderers ... 6 Club ... 1
The Borderers proved far superior to the Club on the Soakun ground. The Club were on the run from start to finish. The Borderers scored early through Channings—a long shot which Fogwill tried to fist out but misjudged and deflected into the net. Shortly afterwards Parsons cut in and added the second. Hynes was in the fore in the Club defence and covered a lot of mistakes on the part of Poultoff. The Club forwards never looked like getting away. They persisted, particularly on the left in hanging together in a bunch, and never made an inch of progress.

Crossing over two goals in arrears, the Club smartened up a trifle but it was a flash in the pan. Morris brought the Borderers' total to three with a fine shot. The Borderers forwards played into Hynes' hands for a period, being pulled up for off side time after time. Hynes was outstanding in the Club's defence, but even such sterling work could not overcome the determined movements of the soldiers. Matthias netted a good goal and Morris scored the fifth. The Club made one break away in this half and from this Reid notched their solitary point. Matthias obtained the Borderers sixth and last goal.

Borderers:—Vaughan; Suter and Williams; Bebbington, Channing and Wallace; Hamlyn, Morgan, Parsons, Morris and Matthias.
Club:—Fogwill; Hynes and Poultoff; Hooper, Punccheon and Sloan; Krilovsky, Tavlin, Reid, Railton and Farrow.

Referee: Mr. S. J. Pooley.
MOORE AND WALKER CAUSE KOWLOON TROUBLE.

12th Bty., R.A. ... 3 Kowloon ... 1

On the Kowloon ground the Gunners had most of the play, and their weight told in this game. They attacked strongly and had the Kowloon defence busy. The Gunners kept the play in the Kowloon half and their efforts were at last rewarded through Frearson. Moore and Walker were playing a bustling game on the left wing, and came very near to scoring but London slipped in and cleared. The Kowloon forwards tried hard to get going, but the Gunners' halves were too strong for them. They pressed hard, however, and had the shooting of the forwards being a little stronger, they might have done something. The Gunners' left wing set the pace and sweeping down on the Kowloon goal resulted in Walker netting. Kowloon at last succeeded in penetrating the Gunners' defence, White reducing the score before the interval which arrived with the Gunners leading by the odd goal in three.

Resuming the Gunners kept up the attack on the Kowloon goal, but London was playing a sterling game and Gurevitch in goal rose to the occasion time after time. The Kowloon side were having as much of the game as their opponents, but poor shooting on both sides was outstanding. The Gunners' height and weight were to their advantage. The Gunners, however, increased their lead, Moore and Walker combining neatly for the former to score the third and last goal.

Sgt. Parker lined up the following teams:—
12th Bty.:—Herd, Hall, Taylor; Pardo, Gough, Gardner; Woods,

Rodgers, Frearson, Moota, and Walker.
Kowloon:—Gurevitch, Wells, London; Everett, Williams, I. Greenberg; M. Greenberg, Whitefield, White, Simpson, and Blackford.

ORDNANCE BOMBARDMENT TELLS ITS TALE.

R.A.O.C. ... 6 University ... 2

At Chatham Road the Ordnance, newcomers to the Second Division, proved a little too good for the 'Varsity. The game was very keen and clean, with the Ordnance having the upper hand throughout. The 'Varsity goalkeeper was not very safe and nearly let a couple of shots slip through his hand. Attacking strongly, the Ordnance scored through Ainslie. The 'Varsity had very hard lines on several occasions but the ball being a little on the light side proved too elusive for them to do any damage. Their efforts were at last rewarded, a scrumming in front of the Corps goal resulted in Kho slipping the ball into the net with the goalkeeper unlighted.

Commencing the second half on equal terms, the Ordnance had the wind and sun in their favour, and attacked from the start, Sands putting them ahead with a soft shot into the corner of the net. The Ordnance kept pressing and increased the lead through Sansom. A penalty was given for the Ordnance, Sands converting the kick. The 'Varsity were a little at sixes and sevens and could not get going. The Ordnance kept up their pressure and Ainslie netted the fifth. A scrumming in front of the 'Varsity goal resulted in the Ordnance going further ahead through Sands and just before time, the 'Varsity's inside right reduced the big lead with a fast shot.

Gunner Trico lined up the following teams:—
R.A.O.C.:—Osborne, Brennan, Hamer; Craggs, Jackson, Cox; Sansom, Dolan, Ainslie, Sands, and Dixon.
'Varsity:—Yong Hoog-chul; Harrison, Ng; Loh, Reid, Bee; Ong, Wong, Ho, Kho, and Wu.

Division III.

WEAK DEFENCES LEAD TO TALL SCORING.

St. Joseph's ... 6 Radio ... 2

Defences were very weak in this match, with the result that no fewer than nine goals were scored. The Saints, a newly formed side in this division, claimed six. They did most of the pressing in the opening half and scored through Vempin and Lim. Sim added another, and after Singh had missed badly for Radio, Elms reduced the arrears. Play was now being carried from end to end, but the football was poor, and Lim scored the Saints' fourth. Both Singh and Elms added further goals for the Radio, but just before the end Thanh put through his own goal and Sim scored St. Joseph's sixth.

GOMES REGISTERS "HAT TRICK" AGAINST AIRMEN.

R.A.F. ... 0 Recrelo ... 3

The Airmen, in making their debut of the season, found the Portuguese side a little too nippy for them and retired defeated by three clear goals. They, however, enjoyed as much of the game as their opponents in the first half and were at times dangerous in front of goal. The second half saw the Recrelo eleven gain the upper hand and Gomes netted on three occasions, without reply from the Airmen. With the return of the "Hermes" to port, the R.A.F. should be able to field quite a reputable side and notch a few wins.

BORDERERS GAIN VERDICT OVER ENGINEERS.

"E. ... 1 Borderers ... 2

A closely contested game was seen at Chatham Road, in which the Borderers emerged victors by the odd goal in three. Rice and Pritchard scored for the Infantrymen, whilst Moss replied for the Engineers.

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HONG KONG, SUNDAY, OCTOBER 25, 1931.

Cyprus.

THIS "Erin of the Mediterranean" is popularly associated with lemons and oranges. But lemons and oranges are not among the first three of its chief exports. These, in order of merit, according to the latest figures available, are asbestos, copper ore and pyrites, carobs, potatoes, animals, wines, raw cotton, and then lemons and oranges. The island is some forty miles from the coast of Asia and sixty from the coast of Syria. Important Greek and Phoenician colonies were established in Cyprus at a very early date, and later it formed part of the Persian and Roman Empires. Until 1571 its government frequently changed hands, but in the year mentioned the Turks wrested the island from the Venetians, and retained possession of it until it was ceded to Great Britain for administrative purposes under a convention concluded with the Sultan at Constantinople in 1878. On the outbreak of hostilities with Turkey in 1914, however, the island was annexed; and in 1925 the island was given the status of a colony.

The Governor of the Colony is Sir Ronald Storrs, K.C.M.G., C.B.E., and in the administration of the colony he is assisted by an Executive Council, consisting of the Colonial Secretary, the Attorney-General, the Treasurer, the Chief Commandant of Police, with three locally resident additional members. The Legislature consists of twenty-four members, nine being office holders, including the Colonial Secretary, the Attorney-General, and the Treasurer, and fifteen elected for five years, three by Moslems and twelve by non-Moslem voters. Municipal corporations exist in the principal towns, elected practically by all resident householders and ratepayers.

The area of the colony is some 3,584 square miles; and the population taken at the census ten years ago returned 310,715, including 61,339 Moslems. The capital is Nicosia, and other principal towns Larnaca, Limasol, Fagomusta, Varosha, Paphos, Ktima and Kyrenia. The system of elementary education is designed so that each race has its own schools. There are three weekly newspapers in Turkish, nineteen in Greek and three in Armenian. A local dialect of Modern Greek is spoken; also Osmanli Turkish, principally by Moslems; English and French by the educated classes. English is becoming more and more widely spoken. The law courts have been reconstituted, and in all the courts Cypriot (Christian and Moslem) judges take part. There are also three Sheri Courts, for Moslems only, which administer the Moslem Sheri or ecclesiastical law, and a Sheri Tribunal of Appeal. The strength of the police force is 853, including 26 officers.

This little colony's imports of merchandise in the quinquennium, 1925-1929, disclose a steady increase; as also the tonnage of shipping entered and cleared. The former has risen from £1,583,108 to £1,983,833; and the latter from 1,333,806 tons to 2,048,764.

Cyprus obtains a prominent position in newsheds to-day as the result of disturbances—the work of politicians and others with sinister motives—which culminated in the burning down of Government House. The latest cables, however, are more assuring, and it is believed the Authorities have the situation well in hand.

DEATH.

GUBBAY.—At the Canossa Hospital at 12.10 a.m. on Saturday, October 17, 1931, David Sassoon Gubbay, Shanghai papers please copy.

News in Brief.

One non-Chinese case of diphtheria was notified on Friday, making a total of 29 non-Chinese cases this year.

The lowest open air temperature yesterday was 71 degrees. The humidity was 74 at 10 a.m. and 72 at 4 p.m.

The rainfall from January 1 to yesterday was 74.86 inches as compared with an average of 79.56 inches—a deficit of 5.10 inches.

It is notified that the names of the Kwok Fung Company, Limited, and the Asiatic Trading Company, Limited, have been struck off the Register of Companies.

Ng Hang-hing, managing partner of the King Cheung Firm, 92 Connaught Road West, alleges in a report to the Police that between June 30 and July 16, a co-partner embezzled \$8,383.63 and absconded.

Personal Pars.

Sir William Hornell, Vice-Chancellor of the University of Hong Kong, returned to the Colony by the Macedonia.

The name of Mr. Arthur Fung, licentiate of the Royal College of Physicians and Surgeons, Ireland, whose address is 772 Nathan Road, Kowloon, has been added to the Register of Medical Practitioners.

His Excellency the Governor has been pleased to accept the resignation by Captain Edward Pigott Minnett, T.D., V.D., M.D., D.P.H., D.T.M. & H., M.R.C.S., L.R.C.P., of his Commission in the Hong Kong Volunteer Defence Corps, with effect from September 1, 1931.

"GENTLEMEN: THE KING!"

Fleet Street, Sept. 8. "Gentlemen: the King!" These words, on a newspaper poster, greeted millions of Londoners this morning. Just how appropriate they were we realised when we opened our newspapers and discovered that His Majesty, with his unfailing genius for giving the country a lead in its hours of need, had decided to reduce his Civil List by £50,000 a year while the present financial emergency lasts, writes the Straits Times London Correspondent.

Next came the announcement that H.R.H. the Prince of Wales, who is not included in the Civil List and draws his income from his own lands, is to contribute £10,000 to the Exchequer.

The effect of two such splendid gestures has been instantaneous. While no one can or will wish to measure the worth of these contributions by mere arithmetic, it is clear that the Royal share in the sacrifice which is now to be demanded from every class and section of the community is considerably more than any subject is likely to be called upon to bear in proportion to his income. Everywhere and by everyone, His Majesty's action is interpreted as an indication of the Royal Family's determination to share the fortunes of the people.

"What do you think of the King's 'economy cut'?" I asked a bus conductor this morning.

"Oh, 'e always piles the gim, 'e does," was the reply, and in that answer I think you may find the reason which prompts the really honest, personal affection in which even the poorest and most wretchedly situated Londoners hold the King.

HONG KONG FAIRY STORIES.

It was a really Good Day at the Races yesterday.

The quiet of the Colony will assuredly be broken when the Argyle leave.

The Burgomaster of Tai-po has been gassed as the result of the Unofficials' battery of guns against Civil Servants' salaries.

Volunteer Orders every day this week include practising "dookin' for apples" by the Scottish Company in view of Halloween on Saturday.

The Mayor of Kowloon Tong has gone into Retreat preparatory to his annual public appearance on New Year's Day at the Kowloon Football Club.

WHAT'S IN A NAME?

SOME FAMOUS SCOTS.

[By M. I. Lunnay.]

(Note.—Last week my readers no doubt wondered what I was driving at when they read about Mac-Aroni. "He won fame outside of his country." Alec invented a pasty food which he introduced to them. He gave them the patent without royalty and was adopted as an Italian." What happened was that the "comp." skipped a few lines and the proof-reader failed to "spot" it. What I wrote was: "Alec invented a pasty food which he wanted his countrymen to adopt as the national food, claiming that it was more nourishing than haggis. They exiled him from Scotland. Alec went to Italy. They liked the pasty food which he introduced to them." etc.—The Author.)

Addendum.—About Mac-Aroni, who, I proved last week, was a direct descendant of Aaron, I want to add that the name was spelled with only one "a" because the other "a" was found to be superfluous, and with characteristic Scot thrift it was dropped to save energy and ink.—M.I.L.

MacHinery.—Dougal MacHinery (period of existence uncertain) was the inventor of gadgets used to augment or regulate force or motion. Subsequently other Scots, actuated by the national passion for thrift (they won't have it that it was really the dictates of laziness), employed Dougal's principle to all manner of labour saving and mass production devices which they dubbed machinery. In doubtful honour of Dougal, it is generations of creating such labour saving devices that has brought the acute state of unemployment that we now know in this hard world of ours, but we can't blame Dougal for it.

At the time Dougal discovered the means of harnessing the powers of nature to work for man, the ignorant people of his time regarded him as superhuman, and now in epic and dramatic poetry his name denotes superhuman beings introduced by the poets to solve a difficulty, or perform some exploit which exceeds human power.

Macigno.—Norman Macigno was another of those Scots who was misunderstood in his own country and had to get out to keep his head on his shoulders. For an unaccountable reason, like others before him, he settled in Italy. He was for years a beachcomber until he discovered a silicious sandstone, for which he found a use and his name became famous. His name was given to the sandstone which he discovered and has found its place in the dictionary.

MacInerney.—Tim MacInerney was of Irish origin, born in Scotland. He couldn't thrive on haggis and thistles and so easily won the title of the world's thinnest man—the original living skeleton, in fact. Now his name, MacInerney, is applied to mean leanness. There are other derivations of the name, vide the dictionary. Why he did not go to Erin, the land of his fathers, and fatten on spuds I have not been able to discover. The records have it that he was born and died in

Scotia. One explanation that I can think of, and it's as good as any, is that poor Tim was nervous about "bounding o'er the mighty waves" which, of course, he would have to do to reach Erin.

MacKerel.—William MacKerel (1750-53) was a brave fisherman who dared the elements and went far afield for his catch; and was the real founder of Nova Scotia, in the then little known New World. He was the first to bring to his country that specie of spotted fish which is so excellent for the table and which we now know as macerel. Willie MacKerel's case is a good example of the fact that one cannot gain bigger fame than by catering for the inner man. He has long been forgotten as the founder of Nova Scotia, but is still remembered in connection with the fish.

MacKerelsky.—A branch of the MacKerel family, the founder of which was one Ian MacKerel, who everybody thought was potty because he was so fond of sky gazing. He lost patience with the ignorant people around him and emigrated to Russia (1778), changed his name to Ivan MacKerelsky, lived to be 90, and reared a large family. Ian or Ivan continued his sky gazing uninterrupted in Russia and : : a special study of clouds. He noticed something about clouds which no one had noticed before, because they were afraid to sky-gaze lest people should call them "potty." Thanks to Ian or Ivan, we now know about the mackerel-sky, which is a sky in which the clouds are broken into fleecy masses. What good this knowledge about this particular sky is to man I do not pretend to know, but it made its discoverer famous and perpetuated his name in our dictionary.

MacKintosh.—Mervyn MacKintosh became famous because of his dislike for water, which became apparent from birth. He could not stand being wet (externally, I mean), so he invented a waterproof garment to keep the dampness off. It became "the rage," and now we all wear mackintoshes at the slightest excuse, just to be "in the swim," although, to my mind, a bathing suit is better for the purpose.

Mackie.—Donald Mackie was the first Scot to take up printing as a profession, and a good printer he was until he made the acquaintance of Johnnie Walker and began to see double—you know what I mean. There are few of us who have not seen double at some time or other, after a "lodge meeting" for example. The trouble with Donald was that he allowed his "lodge meetings" to become nightly affairs, and consequently he was constantly seeing double. This ruined his printing business and he went to the devil. Donald's name lived in the trade to denote a blur in printing so that part of the impression of a page appears double. In time the word mackie became generally accepted and found its way into the dictionary, and that is how Donald Mackie became famous. (To be concluded.)

**CAUSE OF ITALIAN AIR
DISASTER.****Lighting a Cigarette in
a Closed Cabin.**

A telegram from Rome says that a commission of inquiry has reported that the lighting of a cigarette in a closed cabin was most probably the cause of the air disaster in which Lieutenant Colonel Maddalena, an Italian pilot, together with his two companions, Captain Ceconi and a mechanic named Da Monte, lost their lives.

The three airmen had started from Orbetello on March 19 last, and were carrying out tests preparatory to an attempt to recapture the closed circuit duration flight record from France when their machine was seen to fall to pieces in the air. The fragments crashed into the sea and the three aviators were drowned.

Lieutenant Colonel Maddalena is known to have been in the habit of smoking while flying and had invented an electric contrivance by which he could light a cigarette in an open aeroplane. It is possible that on this occasion the air in the cabin had, owing to a leakage of benzine, become saturated with carbon, and the lighting of a cigarette then caused an explosion. This theory is borne

out by all the witnesses, who state that they heard a dull explosion before the machine fell in fragments.

An alternative theory is that an explosion resulted from buffeting following the breaking of the tail. This suggestion is based on the examination of documents relating to the Meophan crash.

Japan's Population - - -

It was officially announced that the population of Japan registered an increase during the past year of 900,000. Births totalled 2,000,000; deaths, a little over 1,000,000; marriages, 600,000; divorces, 50,000; each item indicating an increase compared with the preceding year.

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PERRINS'
SAUCE**

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Overland China Mail.

Hongkong Sunday Herald.

ILLUSTRATED SUPPLEMENT

HONG KONG, SUNDAY, OCTOBER 25, 1931.

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HOME WITH THE
Overland China Mail.



You, too, could
Sleep like this

TO SLEEP—all through the night—dreamlessly as a child.
And then to awake refreshed and invigorated—ready with
a new zest for the work and pleasure of the day.

Like most grown people, you have probably lost this secret
of childhood—this wonderful capacity for the sound sleep that
re-creates energy and vitality. But "Ovaltine" will help you
to regain it.

"Ovaltine" ensures sound sleep by soothing your nerves and
rebuilding the worn cells and tissues of the body. "Ovaltine"
gives you new zest for life—new energy for work and play.

OVALTINE
TONIC FOOD BEVERAGE
Ensures Sound, Natural Sleep

A.P.B. 44.



WEDDING GROUP taken at the marriage of Miss Enid Grace and Mr. Eric Woods which was solemnized at the Union Church, Kowloon, on the 19th inst. The Rev. Frank Short officiated.—(Ying Ming Studio.)



THE INTERPORT LAWN BOWLS tournament was decided last Saturday when Shanghai were successful in winning the rubber by defeating Hong Kong by 25 shots to 14. Shanghai representatives were C. W. Glover, C. Richards, G. B. Stormes, and T. Main, while H. Hampton, R. F. Luz, R. Lapaley, and A. E. Silkestone represented Hong Kong.—(Ying Ming Studio.)



AN INCIDENT in the Lawn Bowls Interport played on the Club de Recreio green, when Shanghai were successful in winning the interport cup by two matches to one.—(Ying Ming Studio.)

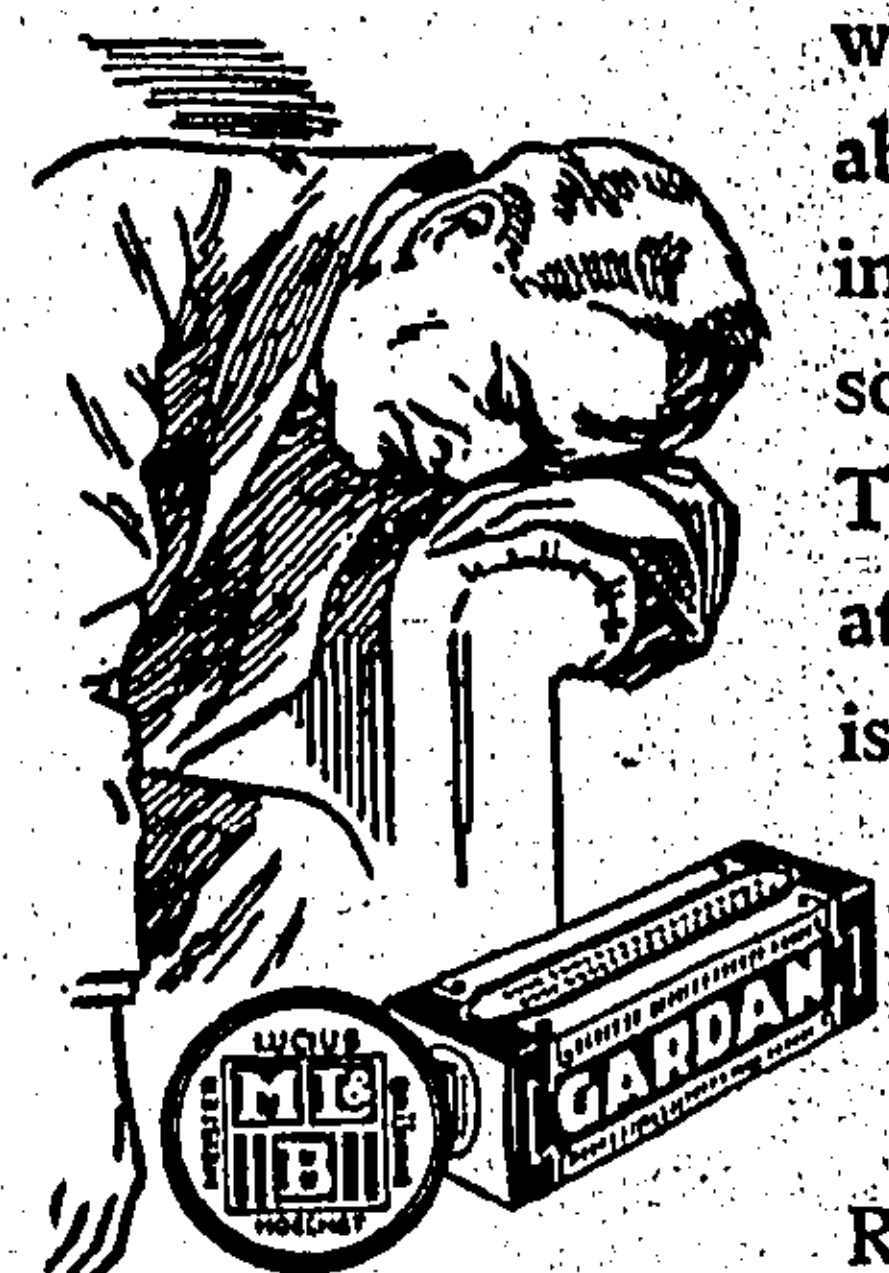


PHOTOGRAPH of the Kowloon Rugby Club XV. and "A" Co. South Wales Borderers XV. taken at King's Park on Saturday, 17th inst. This was the Kowloon Club's opening match, and although defeated by the Borderers by 6 points to nil they gave a creditable performance.—(Ying Ming Studio.)



A LINE-UP in the Rugby match between the Kowloon Rugby Club and the Borderers.—(Ying Ming Studio.)

You drop your head?



Then something is
wrong! Very prob-
ably you are carry-
ing the seeds of
some illness.
Take GARDAN
at once! Its action
is rapid and reliable
and will bring
back your former
good health.

Remember:

GARDAN
prevents and stops pain

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homeward bound.*

Celebes — Bali — Java — Sumatra.

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First class fare from Hong Kong to Genoa £100.15.0

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OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus
for the consideration of our patrons. These special menus
are prepared by our expert chef.

MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE :—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE :—\$1.50 per dinner per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.

ESPECIAL.

Special dishes ready for Patron's Order at all hours.

There is a special a la carte menu in English from which
patrons can order other dishes also as moderately charged
as the menus. One can choose to the individual taste, either
chicken, duck, swabi, shark's fins, bird's nest soup, boiled
or fried garoupa, pigeons, as well as one hundred other
delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.
T. G. LUM (Manager).



The WOMAN'S Page



26, The Arcade,
Gloucester
Building.

Just Received
NEW SHIPMENT
OF
HATS.

PRICES FROM
\$12.50



RE-BLOCKING
AND
RE-MODELLING
OF HATS
FOR AUTUMN WEAR.

VANITY FAIR
17, Ice House St. Tel. 24035.



PLUS FOUR SUITS.

Divided skirts, pyjamas, and short trousers are all included in the Summer sports game, but the latest novelty is a suit with plus-fours, tailored jacket, and shirt blouse.

Mountain holidays ought to see it launched this Summer for walking and golfing, but it is essentially a country outfit, which looks neat and not at all extreme, certainly not nearly so extreme as the shorts many young women adopted on

MACARONI AND SALMON.

This is an easy dish to prepare. For three people, use 1/2 lb macaroni broken in 2in. lengths, as required, also a pint of milk, a small tin of salmon, and a teaspoon of butter.

Put the macaroni into salted boiling-water, and cook for 25 minutes. Strain and mix into the milk, to which has been added pepper and salt to taste. Stir slowly until well mixed.

Place a layer of macaroni into a small baking dish, then a layer of salmon (which has been flaked), then the rest of the macaroni. Sprinkle with a tablespoon of breadcrumbs (and grated cheese if liked), then bake until brown. Garnish with chopped parsley before serving.

country tramps last Summer.

Although the style mirrors the masculine trend, it seems to become a more appropriate mode for the female than the male. These suits are really only reminiscent of the bicycle costumes worn many years ago.



NOTEPAPER.

Women are more daring these days in the colour of their notepaper, using greens, yellows and blues which cannot be confused with cream, as they so often were a season or so ago. The lettering is usually printed in a darker shade of the paper colour, and the demand for colour inks has increased, printing and writing-ink being chosen to match. But a simple mother-of-pearl initial on the top left-hand corner is a feminine touch few can resist.



Every smart fashion of the season is shown in this outstanding group for the Autumn wardrobe. Browns and blacks predominate but there are also smart new Parisian reds and greens.

ECONOMY FASHION.

Day-And-Night
Coats.

Utility coats and wraps are part of the scheme for economy in many of the new Winter collections. There is a type of morning-cum-afternoon overcoat to envelop bridge and cocktail party frocks of lace and chiffon that is regarded as a winner entitled to carry through until the early hours of the morning.

Although materials are chosen from plain novelty fabrics and duvetyne faced cloth in dark colours, instead of heavy woollens, they are identified with day-time coats and can be worn over almost any coloured lining or silken frock.

Since it has been discovered brown is a good mixer with black, it is a popular colour, because it contrasts perfectly over practically any other one. A deep tone of red, too, looks excellent.

Fur trimmings are not necessarily an essential to smartness with new versions of short cape collars to either protect the shoulders or drape round the neck and hang in rever folds down the front. The merest strips of flat fur, too, work wonders on a new roll collar for coats of tweed or lining costumes. These show a narrow line of astrakhan at the base of a roll-over collar that takes a circular shape round the shoulders, after being fitted into the neck by a series of reversed tucks. Bands of the fur trim round melon-puff sleeves from elbows to wrists. Modern emphasises this fresh idea in black astrakhan on a black and white mixture tweed costume, and contrasts another interesting method against it, one conveying a narrow collar-band widening out into waist-length revers of brilliant black poulain on a bottle-green overcoat.

MAX FACTOR MAKE-UP.

Used By Chinese
Ladies.

With regard to make-up and the minutest detail of appearing beautiful, Miss Ruby Chen, a popular coed at the School of Fine Arts of the University of the Philippines, gave the most reliable information.

"I think Chinese girls are more expert in the methods of make-up than the Filipino girls," Miss Chen began. "We use the Max Factor, now popular in all parts of the world and if not, we use the Chinese powder which makes the



skin appear creamy all the time. This powder cannot be removed even if you perspire."

"And do you shave your eyebrows?" the writer questioned, a little bit embarrassed. "Of course, and we paint them as the Europeans do. We use rouge and the lip stick. Well, as a rule, we are not very fond of perfumes. As a substitute for it we use fresh flower to decorate our dresses or our hair when going to parties or dances."

Before, the bobbed hair was the craze of the season, just as the Europeans and Americans did some years ago, but now the hair is grown longer and coiled up at the nape of the neck. Others remain with curled bobs or with long bobs.

The Max Factor preparations are very popular with Mrs. Chiang Kai-shek and other leading Chinese ladies.

MRS. BETEN.

The Peninsula Hotel Hairdresser
Specialising in
Permanent Waving, Hair Dyeing, Finger Waving, Marcelling, Hair Cutting, Scalp Treatment, Dandruff Treatment, Electrical Massage, Mole and Wart Removal, Perming, Hair Removal, Rejuvenating Masque, Eye Brow Pluck, Shampooing, Facial, Acne (Pimples) Treatment.

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JOAN CRAWFORD, says: — "The fact that I, as well as all the other stars use Max Factor's make-up both for social and professional uses is a guarantee of its excellence."

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Address

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COMPLEXION	COLOUR EYES	LIPS
Light		Moist
Fair	COLOUR/LASHES	Very
Medium		S K L N
Ruddy	COLOUR HAIR	Only
Dark		Dry
Olive	Age	Normal
Sallow	Answer with Check Mark	

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Louis' finger waves are famous for their delicate symbol of feminine refinement.

Qualified Ladies' Manicurist.

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There are plenty of hairdressers who can do permanent, frizing and kinking. But large, soft and natural waves are Art Conscientious Artistic work by European Expert, MR. ALEXANDER.



We are the only specialists in Hong Kong who are skilled in the art of

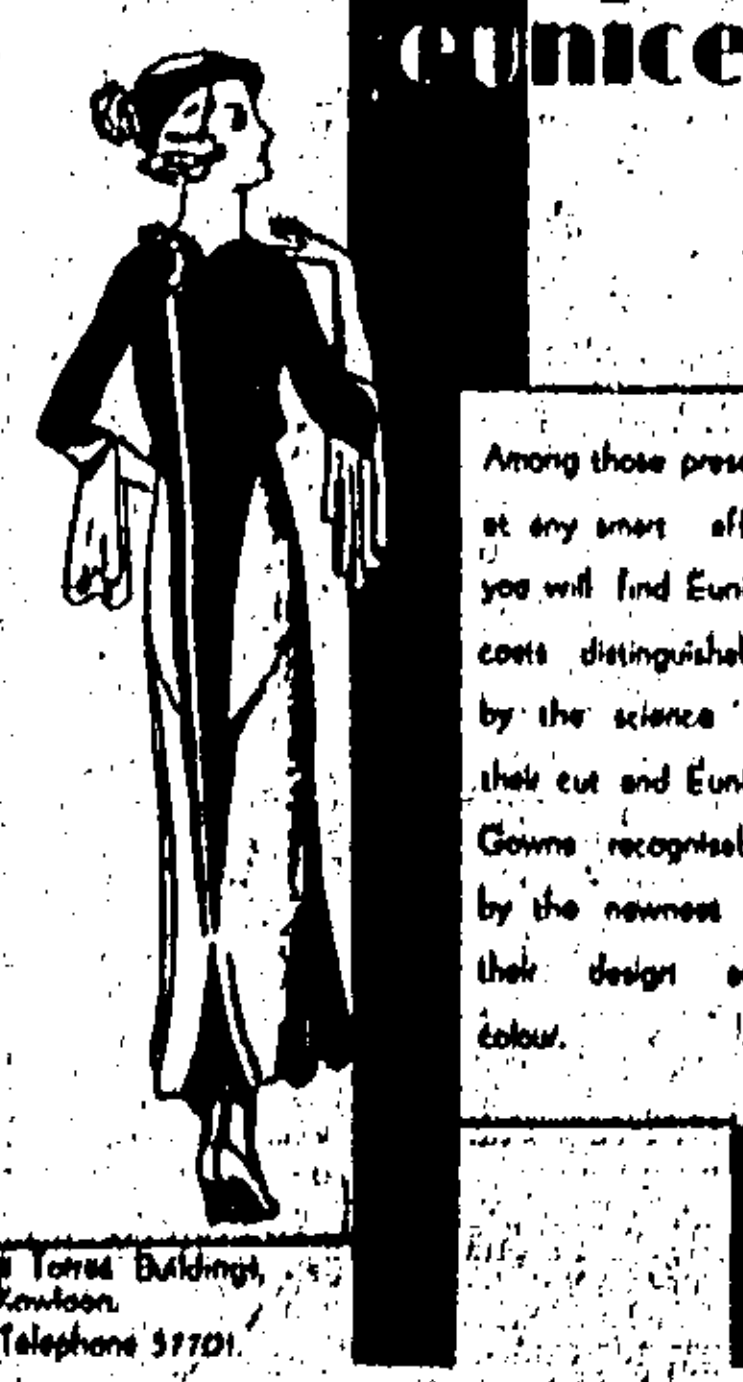
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Among those present at any smart affair you will find Eunice coats distinguishable by the science of their cut and Eunice Gowns recognizable by the richness of their design and colour.



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SEE THE BEST SELECTION OF
FEATURES AT THE QUEEN'S.

SEE **QUEEN'S** HEAR
THEATRE

THE QUEEN'S ASSURES YOU
THE BEST SHORTS WITH FEATURES.

GREAT LOVERS OF SCREEN
TOGETHER IN "BAD ONE."

Dolores Del Rio and Edmund Lowe, the dynamic pair who made screen history in "What Price Glory," are teamed again in a spectacular picture reminiscent of their first success. This time it is in Miss Del Rio's initial talking picture for United Artists, "The Bad One" commencing to-day at the Queen's Theatre.

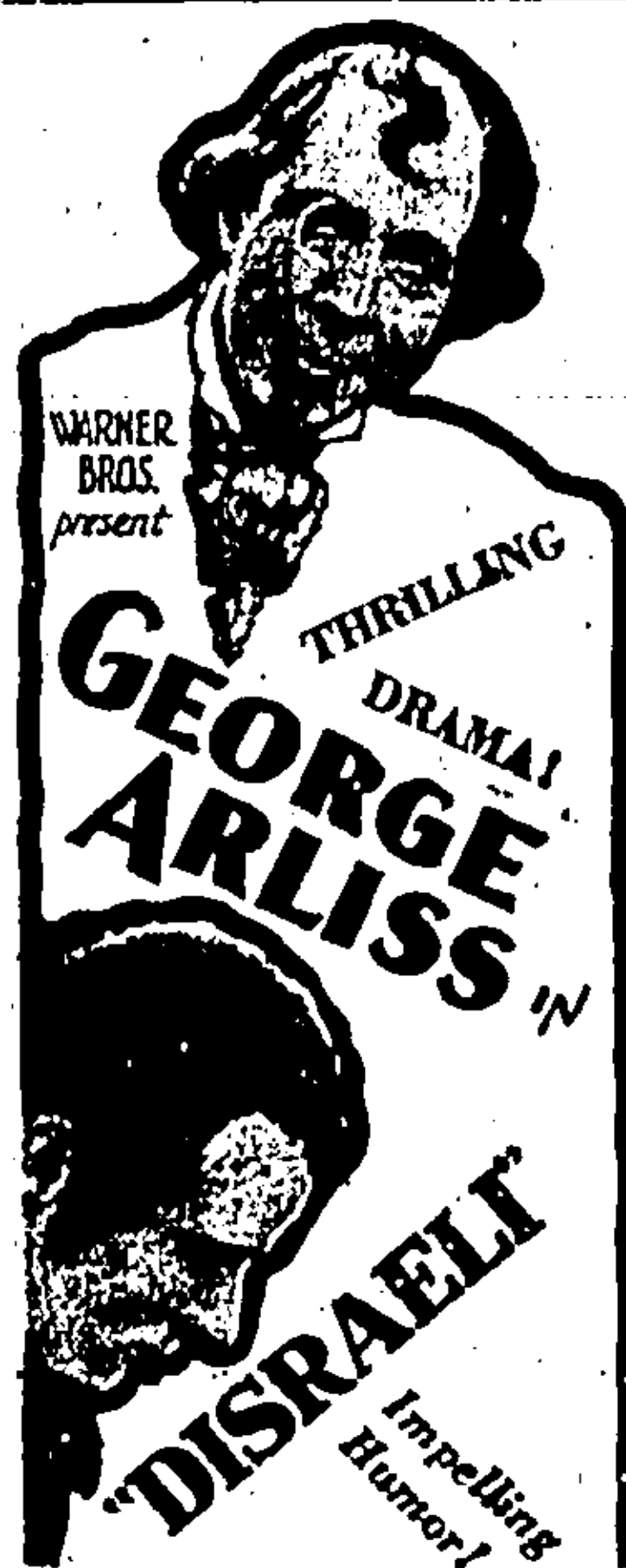
Sensing that the sensational success of the pair in "What Price Glory" was due not alone to the war story, but to a happy mingling of their personalities, George Fitzmaurice, producer-director, altered the original conception of their new vehicle so that Miss Del Rio and Lowe might again appear in startling characterizations.

In this spectacular story of the Marseilles, France, waterfront district, Miss Del Rio is seen as a wily coquette of the cafes whose wholesome, though harmless, amours with her customers displease the swaggering American sailor, played by Lowe.

The crux of the story is reached when the artful flirt, who considers herself immune from the sentiment of love, actually falls in love with the American. As the gruff sailor, Lowe gives a typical, unretouched portrait of a rough seaman whose better nature exerts itself under the influence of flashing eyes.

Though essentially a comedy-drama, with the humour stretched to the point of hilarity, the picture

NEXT CHANGE.



abounds with exciting moments, especially near the end, when a gripping prison revolt is shown with all its grim reality.

"The Bad One" presents Miss Del Rio and Lowe in what each considers the best acting roles of their careers.

"Charmaine" and "Sergeant Quirt" are together once more in a motion picture, although it is their original characters.

Dolores Del Rio, starring in the George Fitzmaurice production, "The Bad One," with Edmund Lowe, has the most powerful role of her career. It is the first time Miss Del Rio and Lowe have been together since "What Price Glory," when both made tremendous hits in their respective roles of the French girl and the hard-boiled top-sergeant.

"The Bad One" is a United Artists picture, based on an original story by John Farrow. It opens at the Queen's Theatre to-day.

Most interesting film fact of the day:

Metro-Goldwyn-Mayer's film history of "sounds" has over 30,000 feet of different kinds of gun shots, running from cap pistols to long range cannons.

TO-DAY TO WEDNESDAY



JOSEPH M. SCHENCK PRESENTS
DOLORES DEL RIO
"The **BAD ONE**"
WITH **EDMUND LOWE**
A GEORGE FITZMAURICE PRODUCTION

Learn the art of flirtation as it is practised by two of the greatest flirts in all screen fiction.

THRILL TO THIS GREAT FILM
AND GIVE LIFE NEW MEANING

There's zest to life when you can enjoy entertainment such as is to be found in the glorious romantic drama starring two of the screen's most colourful champions of love. With Dolores Del Rio as a roguish coquette who laughed at the amours of all men, and Edmund Lowe as the prize lady-killer of the seas, who taught this madcap heart-breaker that even she had a heart, the matchless lovers of "What Price Glory?" are together again in the screen's most colourful talking picture. Here's adventure to keep your spirits dancing with the joy of living.

A PICTURE IN
A THOUSAND

UNITED
ARTISTS'
PICTURE

ALSO SHOWING

METRO-GOLDWYN-MAYER'S
HEARST METROTONE NEWSREEL
THE LATEST EVENTS OF THE DAY IN SOUND

GEORGE ARLISS, AMERICA'S
GREAT ACTOR, BRINGS
"DISRAELI," HIS BIG STAGE
HIT, TO VITAPHONE SCREEN.

"Disraeli" Will Increase Prestige
of Talking Picture, says Arliss.

"I think Disraeli will find much favour with the public and greatly increase the prestige of talking pictures because it represents the finest traditions of literary craftsmanship," says George Arliss, veteran stage star plays the title role of this Warner Brothers and Vitaphone picture which comes to the Queen's Theatre shortly.

Arliss, in addition to being one of the foremost character actors of the American and English stages, is also an author of note.

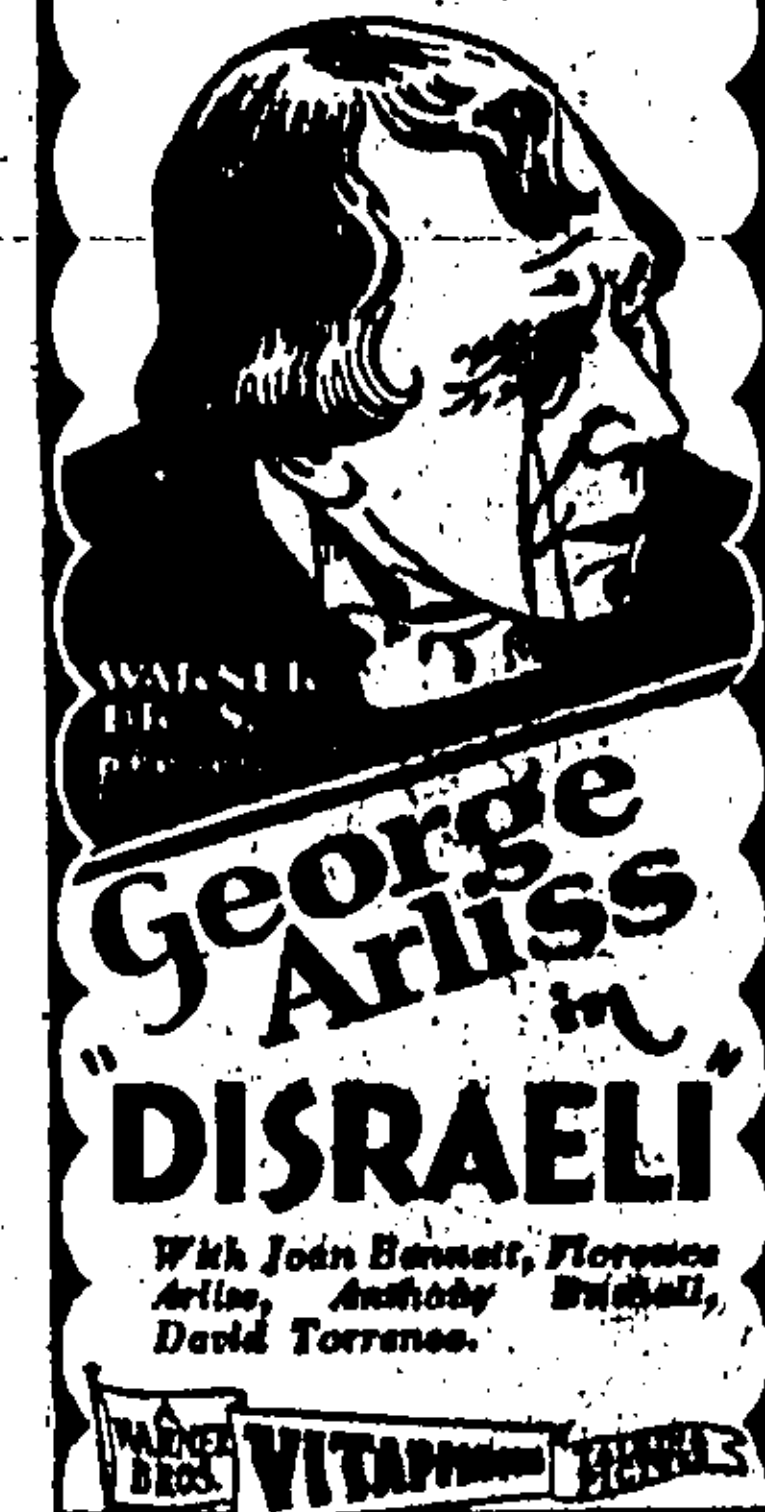
He wrote the play "Alexander Hamilton" in which he appeared during a long run in the title role, and has written several other one act as well as full length plays. His delightful autobiography, "Up the Years From Bloomsbury," was rated as one of the best non-fiction sellers the year it appeared, and is still in heavy demand.

"The literary quality of the lines and the dramatic construction of 'Disraeli' are excellent," says Arliss. "Louis N. Parker's original play was highly praised from the stand-point of literary craftsmanship, and the talking version has lost none of this quality. If anything, I believe it has been augmented."

"It is a solid, substantial, and

NEXT CHANGE.

A MASTER ACTOR
IN A MAGNIFICENT
DRAMA?



tensely dramatic play, and there is a good love story. However, I do not believe a love story is essential to a good play. One of my most popular plays was "Old English," the story of an old man, who had been something of a gay rip in his day. There was no love story at all, and yet the public approved it, and it was one of the most popular plays in which I've ever appeared, packing theatres everywhere. "The Green Goddess" was another of my great success and with "Disraeli" among my favourite stage vehicles."

PITTS-TODD COMEDY IN
PRODUCTION.

Production has started on WAR MAMAS, the Hall Roach comedy starring Zaou Pitts and Thelma Todd. A last minute switch was made in the cast, with the signing of Allan Lane for the role originally intended for Reed Howes. Howes, because of previous engagements, was unable to fill the assignment.

Lane, Warner contract player, may be remembered for his work in recent feature productions. Guinn "Big Boy" Williams is the other "boy friend" who plays opposite the popular Pitts-Todd team. Mickey Neenan is directing the picture.

COMING
YOUNG SINNERS
THOMAS MEIGHAN
HARDIE ALBRIGHT
DOROTHY JORDAN
CECILIA LOFTUS
JAMES KIRKWOOD
FOX PICTURES

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SEE THEATRE HEAR

BOOKING AT THE THEATRE, 'PHONE NO. 25720.

COMING
An hour of Joy ... a fight ...
a scream ... and then ...
Low AYRES
UP for MURDER
with Genevieve TOBIN, etc.

FINAL SHOWINGS TO-DAY!

AT 2.30, 5.10, 7.15 & 9.20 P.M.

**How Could He Withstand
The Allure Of Those Eyes,
Those Lips, Those Soft,
Warm Arms?**



**GIRLS!
GIRLS!
GIRLS!**
WHAT WOULD
YOU DO

If you married a man whose
mother made all his deci-
sions for him?

**VIRTUOUS
HUSBAND**

A rollicking, uproarious comedy of a man—
a regular guy, too—who thought a kiss
was a sin, an embrace a crime! And what
his wife went through to teach him the joys
of life—WOW!

IT'S THE LAUGH HIT
OF THE YEAR!

In the cast: ELLIOTT NUGENT,
BETTY COMPTON, JEAN
ARTHUR, Tully Marshall, J. C.
Nugent, Allison Skipworth. Pre-
sented by Carl Laemmle. Direct-
ed by Vin Moore. From the play
"Apron Strings" by Dorrance
Davis. Produced by Carl Laemmle,
Jr.



THE MELODY MAN

Picture audiences, absorbed in
the action of a story and in the
personalities of players, rarely
speculate on the amount of time,
labour and expense involved in
making the background of scenes—
"sets"—so perfect that they attract
no attention in themselves. Yet even
the simplest room depicted on the
screen represents endless research
work, ingenious planning and
sketching by artists and the pain-
staking attention to details on the
part of studio technicians.

For example, before plans were
formulated for sets for "The Melody
Man," the Columbia all-talking

musical drama coming to the Cen-
tral Theatre on Thursday, the re-
search department spent some time
going through the files for suitable
models of old New York flats and
Austrian Court.

After the studio artists had made
sketches from the models, incor-
porating the necessary alterations
called for in the script, it was sub-
mitted to Director R. William Neill.
He had certain fixed conceptions of
pieces of business to be enacted on
the set, which necessitated still
further changes. When these had
been made, plans for the sets were
drawn up in architectural detail and
turned over to the construction de-
partment for completion.

"MEXICALI ROSE."

Another Broadway stage star to
migrate to the screen is Barbara
Stanwyck, who plays a leading role
in "Mexicali Rose," the Columbia
all-talking film of the colourful
Mexican border life, coming to the
Central Theatre on Thursday. This
is her second screen appearance.

Barbara Stanwyck, recruited for
the stage from the New York night-
clubs, proved the sensation of the
theatrical season when she made
her debut as the heroine in
"Burlesque." Her work in this play
stamped her as one of America's
leading actresses.

Her role in "Mexicali Rose" is a
colourful one, admirably suited to
her vivid personality. Sam Hardy
appears opposite her.

THE VICE SQUAD.

The Cast.

Stephen Lucario ... PAUL LUKAS
Alicia Morrison ... KAY FRANCIS
Madeleine Hunt, HELEN JOHNSON
Magistrate Morrison
William B. Davidson
Detective-Sgt. Mather
Rockcliffe Fellowes
Josie ... Esther Howard
Max Miller ... Monte Carter
Pete ... G. Pat Collins
Tony ... Phil Tead
Doctor ... Davidson Clark
Court Attendant ... Tom Wilson
Second Magistrate ... James Durkin
Prosecutor ... William Arnold

The Story.

The debonaire Paul Lukas, having
been forced to leave the Washington
diplomatic set because, in an argu-
ment to save a woman's name, he
punched a man who later died of
the blow, is now a "stool pigeon"
in the employ of the vice squad of a
large city police force.

If he could, he would give up the
lowly calling to which he has fallen
but the unscrupulous sergeant of
police, Rockcliffe Fellowes, who
directs Lukas' activities, has "the
goods on him" in the form of writ-
ten testimony telling about the fatal
fight. It is evidence which would
convict Lukas of murder.

Lukas is in love with Kay Fran-
cis, sister of William B. Davidson,
city magistrate, before whom ap-
pear most of the girls and women
brought to trial by Lukas. To pre-
vent Kay and Davidson from know-
ing the truth about his onerous
work, he never appears at the
trials.

One day Fellowes learns that
Lukas has been seen conversing pri-
vately with Davidson. He suspects
Lukas of revealing police secrets
and warns him to stay away from
Davidson or be exposed as a mur-
derer on the old charge.

Thus brow-beaten, Lukas goes to
"speak" and gets biffed. While

there he whips a bum who tries to
insult Helen Johnson, young and
pretty writer, and Esther Howard,
her girl friend.

A few hours later, the girls save
Lukas from a fall under the tracks
of a subway train. Helen takes him
to his flat and nurses him back
from the shock.

By a ruse Fellowes, who is in-
tensely jealous of Lukas' good breed-
ing, gets Helen's address and subse-
quently "frames" an arrest of her,

unknown to Lukas.

Meanwhile Lukas has been listen-
ing with favour to plans for a
financial job offered to him by
Davidson which will give him a
social position and a right to marry
Kay. He has told the forgiving
Kay about his ignominious job with
the police. She helps him to keep
the truth from her brother.

But Esther Howard learns that
Lukas is a stool pigeon. She goes
to him and tells him Helen was

"framed" and will probably do six
months in the reformatory, suffer-
ing a great disgrace.

There is only one thing to do.
Lukas must save Helen, for she
once saved him. And so he appears
at the hearing, testifies against the
unscrupulous Fellowes as a "framer"
and is himself arrested on the old
charge of murder.

He is found guilty of the charge
— but he has saved Helen, —
and lost Kay.

COMMENCING TO-MORROW



SILENCE ... is the price
of her love!

This woman can forgive him
anything the world does not
know. Honour demands he bare
his past to save an innocent
girl's reputation.

Drama that tears a man's quiver-
ing soul to pieces! Exciting,
punchful, real!

PAUL
LUKAS

KAY
FRANCIS

**THE
VICE SQUAD**

A Paramount Picture

COMING SHORTLY! DOUBLE ATTRACTION

COLUMBIA PICTURES presents.
AN ALL-TALKING MUSICAL-DRAMA
THE MELODY MAN
WITH ALICE DAY, WILLIAM COLLIER, JR.
and JOHN ST. POLIS
DIRECTED BY R. WILLIAM NEILL

ROMANTIC!
Touching story of a
master musician whose
art is sacrificed on the
altar of fatherly devo-
tion.
Superb Screen
entertainment.

A DRAMATIC
SENSATION
COLUMBIA PICTURES presents
MEXICALI ROSE
ALL
TALKING ROMANCE
OF OLD MEXICO
WITH BARBARA STANWYCK
and SAM HARDY
Directed by ERIC C. KENTON

Here is a talking pic-
ture pulsating with
life, colour, romance
and thrills. A drama
of volcanic emotions,
tense moments—stir-
ring action and stu-
pendous climax!

COMING
ANN HARDING
PARIS BOUND
Pathe Picture

SEE **MAJESTIC** HEAR
VITAPHONE
THEATRE
NATHAN ROAD, KOWLOON.
TELEPHONE NO. 57222.

COMING
EDMUNDSON and CONSTANCE BENNETT
This thing called LOVE
Pathe Picture

To-day & To-morrow



SEE and HEAR
AL JOLSON
in
"The Singing Fool"
with BETTY BRONSON and JOSEPHINE DUNN
SCENARIO BY C. GRAHAM BAKER
DIRECTED BY LLOYD BACON
WARNER BROS. VITAPHONE PICTURE

WORLD'S GREATEST ENTERTAINER — HIS GLITTERING CLIMB TO GLORY

Short Biography of Al Jolson, Now at the Majestic Theatre in "The Singing Fool."

Years ago an unhappy little boy used to sit at Sunday School in his father's class and sing mournful Jewish hymns. He had a melodious, pathetic voice with a wail in it which his father was training for the synagogue. Cantor Y. Leon, with all the earnestness of a profoundly religious man, conducted his home just as he had done in Russia where his boy was born. He had decided long ago that America was not going to interfere with his religious views or those of his children.

But Asa did not want to sing in the synagogue. He wanted to sing and play the bright, happy tunes which Cantor Yelosen always called wicked. Asa wondered why they were wicked. They seemed beautiful to him.

When things at home finally became too drab for Asa, he ran away and joined a circus as ballyhoo man. Some time later he returned to Washington, his home town, not to devote himself to religion as his father had hoped, but to sing in a cabaret. The Cantor was heartbroken. No son of his was going to sing sinful songs in a music hall. He had the boy placed under surveillance in a home, but he could have spared himself the trouble, for all the good it did. Asa joined a burlesque show as soon as he was free. After all he was a Yelosen, and if his father could be adamant, so could he.

He was fully grown when he appeared in vaudeville, under the name of Al Jolson, with his brother and a friend of theirs. Things were not so rosy as he had thought they would be. Wages were small, and he hardly ever had enough to get along on comfortably. He was still a white face comedian at that time, and perhaps he would have been to this day if not for an old negro who sometimes helped him in dressing. He was not able to employ a regular dresser then.

"Boss, if your skin's black, they always laugh," the darky said.

Jolson holds his audience with a power that is almost inconceivable. He can captivate it almost the very moment he steps on the stage. He has a personality and a sense of humor that passes like an electric current from him to his audience. Strangely enough, he can come out on the stage and sing the cheapest kind of a song, and the house will ring with applause. His jazz songs always sung by him with a haunting, plaintive note, are reminiscent of the Jewish chants that his father taught him to sing in the stuffy little Sunday School room down in Washington, D. C.

His ability to hold an audience needs no better proofs than these. When he was playing in "Big Boy," he used to come out alone at various intervals and entertain the audience for a few minutes. One night when the second act was about half over, he appeared for his usual few minutes' session. Long after the allotted time was up, the audience was still laughing and clamoring for more. He conceived a new idea. Stepping out of his character, Jolson asked the people if they would like to have him entertain them for the rest of the evening. There was unanimous applause. Jolson turned to the people backstage:

"You can all go home," he shouted. "I'm finishing the show myself."

The actors in the wings looked at him perplexed.

"You can all go home," he repeated. "I mean it."

They stood there as if uncertain as to what to do next, but when they saw him go ahead with his act as if they never existed, they dressed and went home.

It took about an hour and a half more, and never for one moment did the audience lose interest in Jolson. When it was over, there was deafening applause. It continued until everyone was sure that there would be no more, and the theatre was emptied.

(Continued in Column 2.)

"RESURRECTION" TRUE STORY FROM TOLSTOY'S OWN LIFE

Famous Novel, Now Brought to Screen with John Boles and Lupe Velez as Stars, in Reality a Confession.

The story of "Resurrection" is a confession. That fact is now being made public in connection with the forthcoming Oxford Press Edition of all of Count Leo Tolstoy's works, an edition which will present for the first time the Tolstoy novel which has been the most widely read in English of any of his works in the original form in which he intended to have it published.

The story is not only a confession, but also for the first time it is now being disclosed by his biographer that the main complication of the "Resurrection" story, as it will be seen at the Majestic Theatre soon, actually happened in real life. In fact, it happened twice. The personal experience and the related experience made such a deep impression on Count Tolstoy that he expended upon this book more pains, more care, more of his own genius and knowledge of life and love than he did on any of the other fiction which he turned out so rapidly and so successfully all his life.

The incident on which the most dramatic scene of "Resurrection" is founded, runs somewhat like this: A girl was being tried in the criminal court for a serious infraction of the law. One of the jurors recognized her as a girl that he had seduced some years before. It came over him that he was the cause of her downfall, that he had started her on the downward path that had brought her to the bar of justice as a criminal. Conscience-stricken, he decided to atone for his offense by marrying her. Before his efforts to get her out of prison were successful, however, she contracted typhus in prison, and died.

This circumstance was related by his friend and attorney, A. F. Koni, to Tolstoy very soon after it occurred. Tolstoy was greatly impressed by the story. He said nothing.



ing to Koni about it, but three months before his death, he told Birukov, his Russian biographer, why it was that this story had

moved him so greatly. They were walking in an avenue of trees at Tolstoy's home, Yasnaya Polyana, when Tolstoy turned suddenly to him, and said:

"You always write good about me. That is incorrect and partial. The bad should also be told. In my youth I led a very bad life, and two incidents in it specially torment me till now. And to you, as a biographer, I tell this, and ask you to put it in my biography. The two occurrences were: an affair before I was married with a peasant woman of our village. This is alluded to in my story, 'The Devil.' The second was the crime I committed by seducing a maidservant, Masha, who lived in my aunt's house and who was then dismissed and perished."

This confession, together with more of the detailed history of Tolstoy's tempestuous love affairs before he married, will be issued in the Oxford Edition in connection with this new and unabridged version of "Resurrection." As one sees the picture on the screen, the facts of its remarkable court room scene with the jurors sitting in judgment on one he had wronged may seem rather far-fetched, but the fact that it is founded on two experiences which are almost identical and which actually happened, proves all over again that truth is stranger than fiction.

Nevertheless, the story of "Resurrection" has been one which has appealed mightily to almost every form of art, having appeared prior to its talking screen version, soon to be seen at the Majestic Theatre, in almost every other form. In which a human story can be told. It was first a newspaper serial, then a novel—and that novel translated into twenty-eight languages—then a stage play, a moving picture, a grand opera, and now through the painstaking and almost reverent direction of Edwin Carewe, has reached the latest and most graphic means of expression, the talking screen, with John Boles playing the role of Dmitri and Lupe Velez that of the wronged ward in his aunt's home.

COMING!

The Glory of Human Love!
The Damnation of Flaming Passion!



A Man's Story—A Woman's Story—With a Note of Human Pity to Winning the Hardest Heart!

RESURRECTION
John BOLES Lupe VELEZ

in EDWIN CAREWE'S Sensational Production of Count Leo Tolstoy's Immortal Story

By All Odds the Outstanding Dramatic Smash of the Season!

Presented by Carl Laemmle A Universal Picture Produced by Carl Laemmle, Jr.

TUESDAY & WEDNESDAY

A kittenish girlie with saucer eyes and golden hair turns a few twenty minute yeggs into gentle lambs — for a few days . . . And what follows will turn anyone into a laugh marathoner, in this Fox Movietone comedy riot featuring

SPENCER TRACY.
CLAIRE LUCE.
WARREN HYMER.
HUMPHREY BOGART.
WILLIAM COLLIER, Sr.
JOAN ("CHERIE") LAWES.

story by Maurine Watkins.

directed by JOHN FORD
Staged by William Collier, Sr.



UP THE RIVER

Of course, in this case he was working under no particular handicap. He had his make-up on, and the audience felt pretty hilarious already. But Jolson needs neither make-up nor scenery, nor even an audience that is in a responsive mood.

During one of the Sunday night concerts at the Winter Garden, the Shuberts found in the course of the performance that one of the performers would be unable to be present. It happened that Al Jolson was in the audience, and, of course, they did the only thing they could have done. They insisted that he fill in. There was no time for making up. He stepped on the stage, took off his coat and collar, rolled up his sleeves, and said, "Well, here I am—what do you want?" There was no scenery; no suitable atmosphere, no costume that would be conducive to laughter—but Al Jolson, who was usually "Gus" in every play, was just "Al," and "Al" kept the audience in hysterics for over an hour.

Jolson has a tremendous sense of loyalty to the Shuberts who gave him his start. He was offered an incredible contract one year to go on the concert stage. The man who was authorized to talk business with Jolson had tried for weeks to see him, but Jolson managed to avoid him quite expertly. The representative, however, who was as expert in finding people as Jolson was in dodging them, succeeded in unearthing him at the barber shop in the Plaza Hotel one morning, and made him listen while a clay pack was drying on his face. After all, it would have been rather uncomfortable for Jolson to remonstrate with him just then. The terms were something like this: \$10,000 a week for four concerts a week; 50 per cent. of the profits; a private car; \$2,500 for every concert over four a week; four weeks' vacation in Florida; and \$50,000 deposited in the Harbman National Bank as security for the contract. The man who was making the offer talked at length about the advantages of the contract, and finally asked him what his decision was.

"I am sorry," said Mr. Jolson. "I am happy where I am."

"But," objected the other, "think of how much more you would get under the contract—think of . . ."

"I am sorry," interrupted Mr. Jolson. "I am happy where I am. I intend to remain with the Shuberts." And that was final.

"UP THE RIVER" AT PLAYHOUSE.

SPENCER TRACY AND CLAIRE LUCE HEAD LARGE CAST IN NEW FOX MOVIE TONE COMEDY.

Coming at a time when genuinely hilarious comedies are at a premium, "Up the River" opens at the Majestic Theatre next Tuesday bearing the advance reputation of being the funniest picture since the advent of the talkies.

Many unique features are said to characterize this production which is John Ford's first humorous directorial effort for Fox Movietone. The story, an original by Maurine Watkins, author of that satiric triumph "Chicago," revolves around the earnest efforts of two hard-boiled burglars to promote a romance that begins behind the bars.

These lads hold the jail-breaking championship of the country, and they employ their peculiar talents with considerable frequency, even to the extent of breaking out of one jail to get into another when the comforts of the first do not measure up to their standards.

Meanwhile, the romance staggers along, helped over the bumps by the aforementioned volunteer Cupids, who eventually manage to bring it to a satisfactory conclusion.

Spencer Tracy, Broadway star of "The Last Mile," and Warren Hymer play the roles of love's little helpers, with Humphrey Bogart and Claire Luce in the romantic leads. Miss Luce is a delightful newcomer to the screen. William Collier, Sr., and Joan ("Cherie") Lawes are also featured.

The supporting cast includes George MacFarlane, Sharon Lynn, Gaylord Pendleton, Robert O'Connor, Noel Francis, Godes Montgomery, Louise Mackintosh, Morgan Wallace, Black and Blue, Johnnie Walker, Pat Somers, the Keating Sisters, Edythe Chapman, Dick Keene, Harvey Clark, and dozens of other notables have roles of importance.

The outstanding feature of the offering and the one which has made it a sensation wherever it has played, is the manner in which the comedy is sustained throughout the story. With a few well-scattered lapses into seriousness to heighten the effect, the production is said to be a continuous roar from start to finish.

keep COOL

You'll always enjoy a good show at the Kings

The temperature in this theatre is never over 24 degrees the best temperature for comfort and health.

BOOKING AT THE THEATRE

TELS. 25313, 25330.

KING'S THEATRE

WE ASSURE YOU COMFORTABLE SEATS, PERFECT SOUND AND THE BEST FEATURES.

ALL STAR CAST HEADED BY McLAGLEN, LOWE, BRENDL AND NISSEN.

"Women Of All Nations" is the third adventure, through which Walsh has guided "Flag" and "Quirt," and the famous screen team of Victor McLaglen and Edmund Lowe, who portrayed these characters in "What Price Glory" and "The Cock Eyed World" are again seen as the two fighting and loving marines.

As befitting the title of the current picture, "Flag" and "Quirt" pursue their amorous activities in many lands, including Nicaragua, Sweden, Panama, and wind up in Turkey, right in the midst of a Turkish harem.

In "What Price Glory" it is a raven brunette, Dolores Del Rio, who caused most of the trouble; in "The Cock Eyed World," an intriguing red head, Lily Damita, but in "Women Of All Nations" it is a glorious blonde who causes the two Marine hearts to go flutter. And what a blonde she is—the most beautiful one on the talking screen—Greta Nissen.

Miss Nissen is the first blonde sex appeal in the lives of these two dashing chasers, and to confuse them there are scores of blondes, brunettes, red heads and black heads in the picture.

El Brendel, who made his screen debut in "The Cock Eyed World," is again "Olsen," the blundering Swede marine and a great foil for the roughnecks. The supporting cast is truly all star as one must agree when such names as Fifi Dorsay, Marjorie White, Humphrey Bogart, Joe Compton and T. Roy Barnes are in the lineup.



CAPABLE FILM CELEBS HEAD ARLEN SUPPORT.

Fay Wray Is Romantic Lead.

Fay Wray and Claude Gillingwater head the supporting cast of "The Conquering Horde"—Richard Arlen's latest starring picture which comes to the King's Theatre for 3 days beginning on Thursday.

Miss Wray was teamed with Arlen in "The Border Legion" and she was the heroine of Gary Cooper's "The Texan."

Gillingwater is a veteran of stage and screen. He plays the role of Jim Nabors, the ranch foreman, in this classic of the post-war West.

Others in the cast are Frank Rice, Arthur Stone and George Mendoza, three capable character comedians; Charles Stevens, the "Injun Joe" of "Tom Sawyer"; Ian MacLaren, who made a great personal hit in "Journey's End"; Ed Brady and James Durkin—who have been featured in many "heavy" roles.

A large group of real Indians complete the cast.

Commencing Thursday

THE CONQUERING HORDE

a Paramount Picture



Raoul Walsh's

WOMEN OF ALL NATIONS

with **VICTOR McLAGLEN**

EDMUND LOWE

GRETA NISSEN EL BRENDL

They love to fight - and fight to love ... perpetual foes and permanent friends - those two cock eyed marines, Vic and Eddie, in a travel-lough of love, kissin' and Nissen.

The famous Stallings and Anderson characters, Flag and Quirt on a new rampage



COLOR BIOGRAPHY OF NORDIC BEAUTY WHO PLAYS LEADING FEMININE ROLE IN WALSH'S "WOMEN OF ALL NATIONS."

Greta Nissen, who enacts the feminine lead in Raoul Walsh's "Women Of All Nations," and which depicts the further adventures of "Flag" and "Quirt," as interpreted by Victor McLaglen and Edmund Lowe is acclaimed the most beautiful natural blonde of stage and screen.

She has never stepped foot into a beauty shop and cold cream is her only cosmetic.

Her wealth of gorgeous blonde hair has never known the touch of hair dresser or barber—she even cuts it herself.

Never attends a premier or first night.

Preferred the stage to silent pictures, but now loves talking pictures.

Her chief hobby is driving a high powered motor car.

Has never been married, not even engaged.

Speaks several languages fluently, French, Danish, Norwegian, English and German.

Is a Norwegian, born in Oslo.

Is financing her brother who is studying literature and sculpture.

Made first professional appearance at the age of six.

First New York appearance was in "Dagmar On Horseback."

Spent a full year playing the lead in "Hell's Angels," but does not appear in the picture.

Weights 122 pounds. Is 5 feet 4 inches tall.

Has a fascinating shyness and blushes at the slightest provocation.

Lenses to cardinal red in the matter of gowns and likes to wear flaming red hats with navy blue gowns.

Regards Raoul Walsh as the



greatest director in films.

Has never forgotten his kindness and patience when she was making "The Wanderer."

On those days she was not working on "Women Of All Nations" she sat on the side lines, watching.

Broke up many scenes by screaming at the antics of El Brendel her favorite comedian.

In resting moments Brendel teaches her tricks in magic.

Comes from a cold and stormy country but never wears rubbers or gloves.

Lives at the Beverly Wilshire hotel.

Eats breakfast and dinner in her suite.

Rides on the bride path, an Arabian horse from Vic McLaglen's stable.

Has never heard Amos and Andy.

A superb siren on the screen and a real patrician off.

Won't discuss the marriage question.

Hopes to remain in audible pictures for some time to come.

Her pictures include, "In the Name Of Love," "Fazil," "The Lady Of the Harem," "Blonde and Brunette" among others.

SCREENLAND FEATURES FOR THE WEEK

Daily at 2.30, 5.10, 7.15, 9.30 p.m.

To-day to Wednesday—Those gorgeous blondes and brunettes in Raoul Walsh's Fox Picture, "Women Of All Nations," with Victor McLaglen, Edmund Lowe, Greta Nissen, El Brendel, Fifi Dorsay, Marjorie White and Joyce Compton.

Thursday to Saturday—Richard Arlen and Fay Wray in "The Conquering Horde," a Paramount picture with more than 100 capable actors in the supporting cast.



Hongkong Sunday Herald. MOTORING SECTION

HONG KONG, OCT 25, 1931.

RUBBER WONDERS.

Tyre Executive's Weekly Word Pictures.

Speaking over a nation-wide N.B.C. network which reaches an estimated audience of 40,000,000 persons, Harvey S. Firestone, jun., is telling the romantic story of rubber development in a series of brief word pictures forming a part of the



Firestone radio programme, which is now on the air every Monday night.

In these talks Mr. Firestone, who is vice-president of The Firestone Tyre and Rubber Company, confines himself almost entirely to the human side of the industry, avoiding technicalities. Always a close student of the business in which his father pioneered, he has amassed many interesting episodes and unusual

highlights concerning rubber which he will use in his short broadcasts.

In the automotive world Mr. Firestone has gained distinction as an authority on the growing of rubber and its many thousands of uses. On numerous occasions he has spoken on the subject by invitation of some of the leading industrial and commercial organizations of the country, and the facility with which he interprets the great moments of rubber history in terms of living events has carried the story to audiences with colourful effect and easy understanding.

The background for his familiarity with the subject has been gained over a period of years. In 1926, following the Stevenson Restriction Act to limit the production of rubber on British-owned plantations as a means of raising prices, and in connection with his father's campaign that "Americans should produce their own rubber," Mr. Firestone made a world tour to study the availability of various countries for rubber growing. Based on the data accumulated in those travels, he selected Liberia as the ideal place for his own company to produce the commodity and negotiated a 99 year lease with the Liberian Government for 1,000,000 acres of land. As vice-president and general manager of the Firestone Plantations Company, he has since been in charge of the extensive operations there, in addition to his duties as an executive of the parent company.

Although not inexperienced as a speaker before the microphone, (Continued at foot of next column.)

WILLYS SIX.

76 Miles in 75 Minutes Is Made.

Thrown into competition in a large field of cars, many of which were powered by eight cylinder engines, two Willys Six cars, strictly stock, came through with flying colours to place first and second in a recent annual mountain race between Mexico City and Puebla. The winning Willys Six covered the course of 76.8 miles in 75 minutes. Better than a mile a minute.

For years the mountain race between Mexico City and Puebla has been accepted as one of the most gruelling tests to which a car could be subjected. It is a run which is merciless in taxing the power, speed and stamina of a car. It is considered a duplication of the Pike's Peak course, on which two Willys Six stock cars placed first and second in 1930, winning the Penrose Trophy.

More than 50 per cent. of the route between Mexico City and Puebla consists of steep grades, turns and constant climbs over the mountains.

At the start of this run the cars first speed out of Mexico City over a level route about twenty miles and then climb almost constantly. The ascent is at a grade of about 7.22 per cent. The highest point reached is approximately 10,486 feet above the level of the sea. This means a drastic change in altitude and a severe test on carburetion.

The remarkable mile-a-minute average maintained by the win-

SIX OPERATIONS.

To Restore Engine Power.

The correct engine tune-up to restore engine power, according to H. A. Alfth, Service Manager of General Motors Export Company, involves six operations as follows:—

1. Spark Plug — Check for correct type of plug — check for proper gap, using feeler gauge — replace the plugs if badly worn or if used for 10,000 miles or more.
2. Ignition Cable — Check for deterioration or breaks. Battery — Check electrolyte for density and level, sufficient water; check for loose connections and corrosion.
3. Distributor — Check breaker point gap, use feeler gauge. Replace points if pitted or worn too much.
4. Spark Timing — Check for correct timing — synchronize breaker points if necessary.
5. Valve Clearance — Check for proper lash, use feeler gauge.
6. Carburettor — Set the idling speed and adjust carburettor exactly in accordance with instructions furnished by the manufacturer.

A haphazard tune-up, Alfth says, is only partly satisfactory. On the other hand a definite, orderly tune-up costs little, is quickly completed, and increases greatly the pleasure of driving an automobile.

30,000 OLD CARS.

Salvaged by Ford This Year.

More than 30,000 old automobiles have been salvaged by the Ford Motor Company since it began the salvage work as an experiment early this year. The salvage line is now averaging 600 cars and trucks a day from Detroit and vicinity.

Old cars are purchased from dealers who take them as part payment on new Fords. On the salvage line everything in them is reclaimed to serve some useful purpose. Artificial leather is made into aprons, upholstery goes into hand pads, floor boards serve as crate tops, glass is used for window panes, and metal is utilised in the making of steel.

Cars of all makes find their way into the salvage line — a moving conveyor on which the workmen strip them of their various materials. Some of them are Model T Fords, some are makes that have been out of production for years, and others are automobiles that in their day were driven by liveried chauffeurs.

CARS THAT FLY.

Opinion of a Great Aviator.

Among the experts who have welcomed with enthusiasm the principle of free wheeling which Hupmobile has adopted for all its models, the name of Emory Bronte, well-known American aviator, deserves being mentioned.

Bronte — who owns a powerful 100 H.P. Hupmobile 8 — was the first civilian pilot to fly from California to Hawaii, and is at present the manager of the aviation department of a famous American oil company. His opinion, therefore, is worth being taken into consideration, more so since he has just put his Hupmobile under the most strenuous tests one can imagine.

"There is nothing that has contributed more to safety in driving than free-wheeling," says Bronte, adding: "There is no more guessing in shifting and the driver does not even have to use the clutch. One only has to touch the gear lever to shift from second to high, for instance, without losing speed."

The American pilot further states: "The Hupmobile free-wheeling principle affords the same feeling as an aeroplane, which finding an obstacle while about to land, rises again to

WILLYS TRUCKS.

Winning Popularity By Performance.

In the commercial field where purchases are made more upon the basis of mechanical excellence and proven performance than upon any other consideration, the trucks manufactured by The Willys-Overland Company are making noticeable progress in public favour.

Department stores and various other retailers are finding Willys truck speedy and dependable for delivery service. Drug and chemical houses, food and cereal producers, florists, fuel merchants, furniture and hardware dealers, handlers of meats and produce, paper and print houses, plumbers and numerous other categories of truck users, whose profits depend on fast dependable service, are among the purchasers who report finding in the Willys 1/2 ton and 1 1/2 ton models the satisfactory solution of their transportation problems.

The rapid increase of popularity of the Willys Six Commercial units is readily explained by the fact that the Willys Six 1 1/2 ton Truck Chassis Models are the lowest priced units in this capacity range featuring a six cylinder 65 horsepower engine, full force feed lubrication, bridge-type frame cross members, heavy duty cast axle wheels, with optional dual rear wheels of unit design, heavy-duty interchangeable type rims, interchangeable on both single and dual wheels, and a full floating rear axle.

The Willys Six 1 1/2 ton truck and bus chassis is offered in two wheel-base lengths, 131-inch 157-inch, each available with such a variety of body types that the requirements of any user of trucks or buses in this weight class have been anticipated and can be promptly supplied.

In addition to the 1 1/2 ton models is the Willys 1/2 ton, 113-inch wheelbase chassis, selling at a still lower figure. The half ton units are offered with a choice of body types — Deluxe Sedan Panel, Deluxe Canopy Express, Deluxe Closed Cab with wide steel pickup box and Station Wagon or Suburban. Low cost combined with distinctive and smart appearance has gained great popularity for Willys light delivery vehicles.

The company is being amply repaid for the time and care spent in perfecting the details of these commercial units, by the ever increasing volume of business attributable largely to the reputation the trucks have gained for highly satisfactory performance and low maintenance cost in actual service.

20 YEARS' VOW.

Business Man Now Released.

After twenty years of steadfast adherence to his vow never to use a motor-driven vehicle, Christiano Heyn Hamann, a well-known business man of Rio de Janeiro, Brazil, has been released from his pledge and is now owner of a Ford town sedan.

Senior Hamann is a man of devout faith, and during the score of years in which he practised his vow his carriage and mules were a familiar sight about the capital. When he finally became convinced that he would like to be relieved from his vow, he presented his position to the Archbishop of Brazil, Sebastiao Leme, then about to sail for Rome to receive the appointment of Cardinal.

After some time had elapsed, Senior Hamann received a cable from the newly appointed Cardinal that the Pope had released him from his vow. He at once placed his order for the Ford.

An interesting point in connection with this story is that he employs as his chauffeur the same driver who piloted his Victoria during the years he abstained from using a motor car. He will not permit the chauffeur to drive more than twenty miles an hour, feeling that such speed is ample for all his requirements.

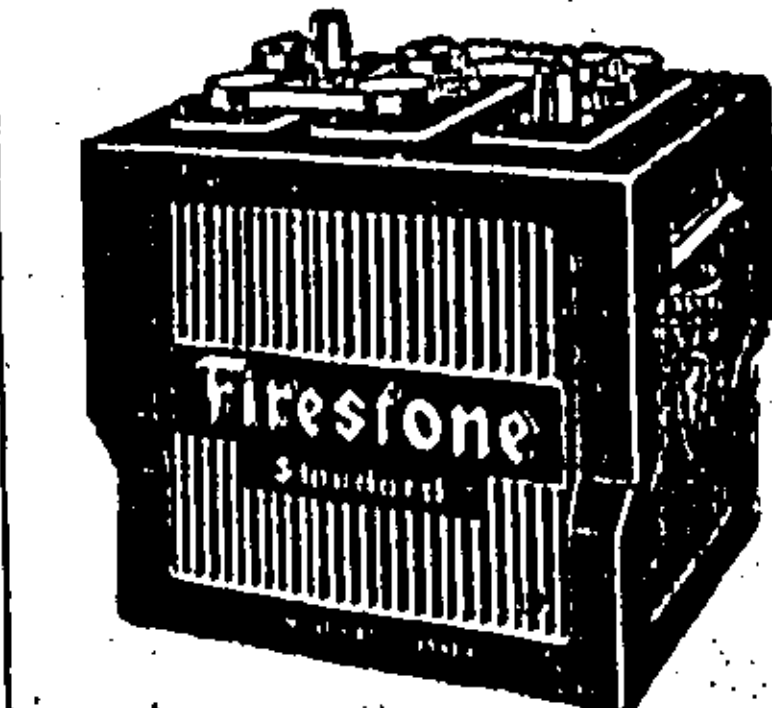
CHEVROLET FORGES AHEAD.

The production of the Chevrolet Motor Company for May, 1931, was the largest single month's output of the Company since July, 1929. During May 113,852 units left the assembly line. Chevrolet expects to produce 1,000,000 cars during the current year. With an accomplishment of 437,950 units for the first five months of the year, 562,050, or approximately 80,000 vehicles a month will be built between now and the end of December.

ONE BATTERY in TEN needs a recharge Does Yours?

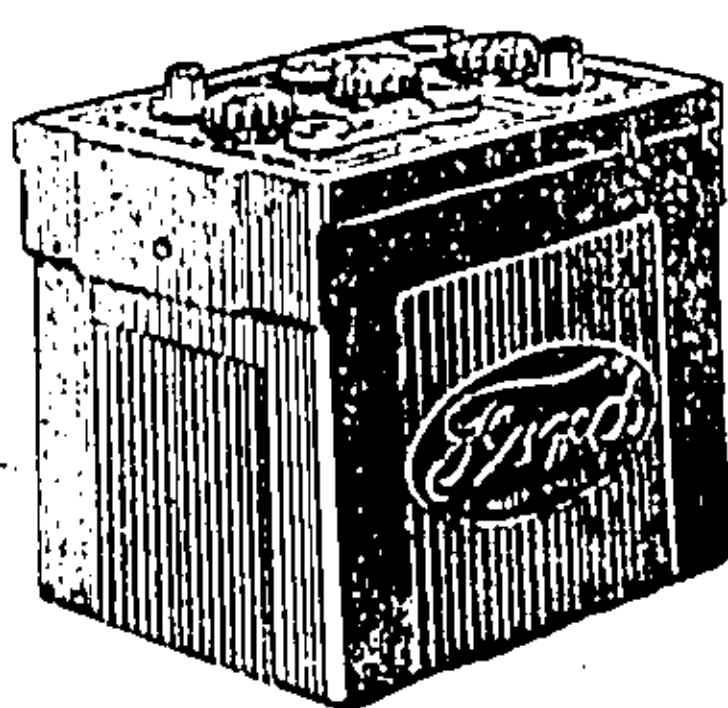
An undercharged battery will turn over the motor but it's burning itself up, is short lived and may go dead suddenly. Be safe and let us test your battery. Drive in regularly and take advantage of our free service.

Firestone BATTERIES



THE DRAGON MOTOR CAR CO., LTD.
Telephone 30223.
33, WONG NEI CHUNG ROAD, HAPPIE VALLEY.

An excellent Value the Ford battery



The price of the Ford Battery is \$37.50 less the allowance we make on your old battery. It is a 13-plate battery, 6 volt, 80 ampere-hour. It is made throughout of finest materials, with skilled workmanship. Rigidly tested and fully guaranteed. Come in and let us install one of these reliable, long-life batteries in your car.

Full-sized
Can be used on practically all makes of cars
Ideal for radio purposes

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:

IDEAL MOTOR CAR CO.

416/20, Lockhart Road, Wanchai.

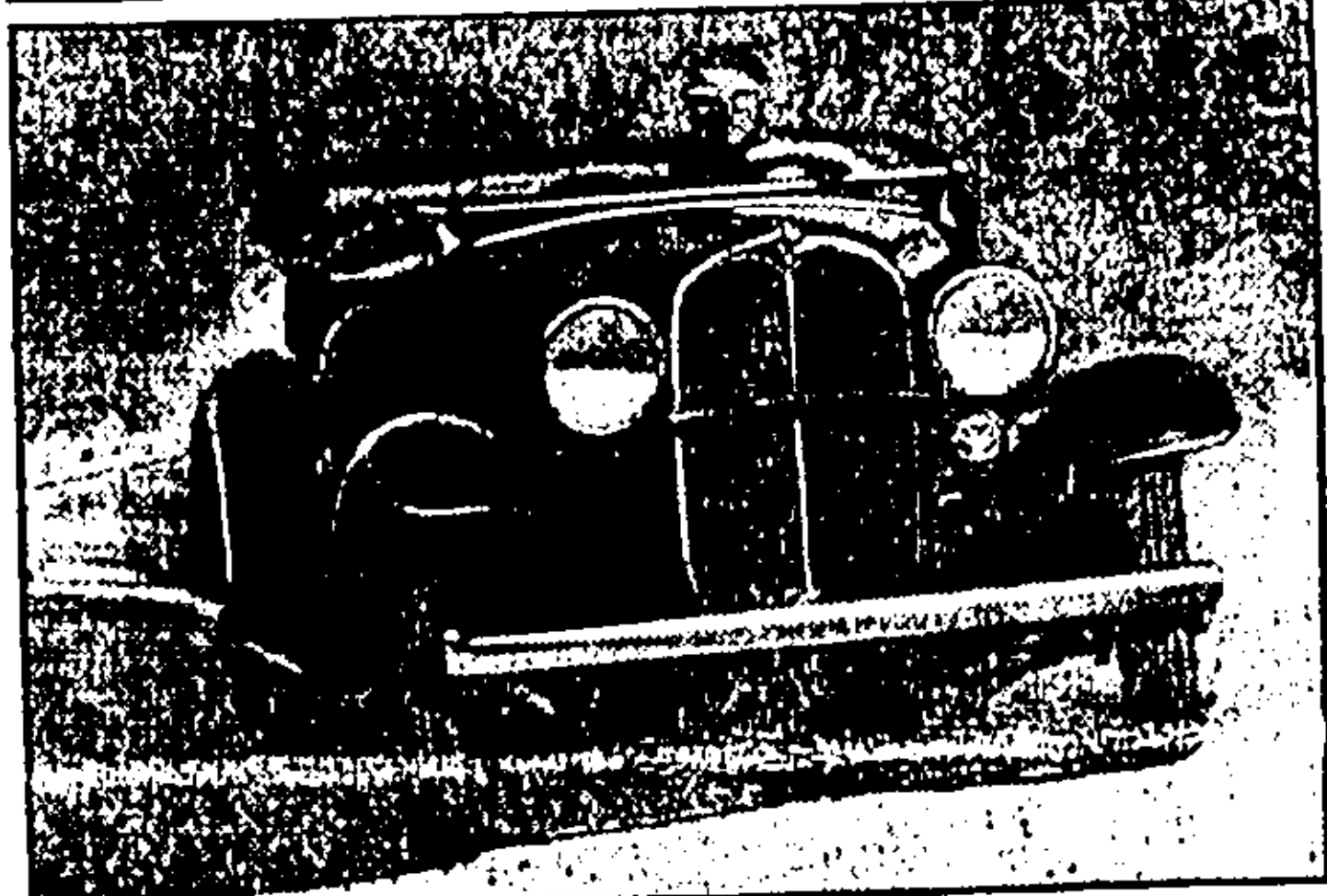


FORD MOTOR CO., EXPORTS, INC.

Shanghai

Over twenty million Fords have been sold.

Willys Six Repeats Pike's Peak Victory



Flashing up the gruelling 12 1/2-mile route to the summit of Pike's Peak, a strictly stock Willys Six Roadster for the second successive year won the annual climb up the side of the historic mountain on Labor Day. Second place was also won by a Willys Six Roadster. Despite this strenuous test place was also won by a Willys Six Roadster. Despite this strenuous test place was also won by a Willys Six Roadster. Despite this strenuous test place was also won by a Willys Six Roadster.

ning Willys Six over the race course is a tribute to its ability to give outstanding performance under the most severe conditions and on sustained runs. The matter of safety was another feature of the Willys performance. Although there were many sharp curves on the course, the low centre of gravity of the car and its wider tread enabled it to cling to the road and negotiate the turns at high speed without danger and with minimum driving effort.

CZECH CAR MAKERS.

An indication of the stabilisation of motor manufacturing in the smaller countries of Europe is seen in the agreement of the three largest Czechoslovak automobile manufacturing companies to establish a joint production and sales organisation. The purpose of this agreement is to accomplish rationalisation of the companies and to reduce overhead expenses.

this is the first time he has ever undertaken a regular schedule of broadcasts. His presence on the programme makes it literally "The Voice of Firestone," the title under which this weekly programme has already won wide favour with the radio public.

MOTOR ROAD ON WALL.

The ancient city wall of Tsinanfu, capital of Shantung Province, China, has been converted into a highway to which only motor cars are admitted. Broad approaches were built at the various city gates. These have been levelled and the top of the wall provides a comfortable thoroughfare for fast-moving traffic, comparable to some of the elevated highways that have been constructed in America.

SIMPLE TYRE REPAIRS.

Should a succession of punctures leave one without any repair patches, an experiment worth making in an emergency is to fix a postage stamp, or some "stump paper," over the puncture. This has been known to carry a driver at least to the nearest garage.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

safety with the slightest touch of the stick."

If one bears in mind that besides the advantages mentioned by Bronte, free-wheeling represents a saving in gas which amounts to 15 to 18 per cent. while at the same time greater distances are covered in less time; it is easy to understand

why the above-mentioned pilot ends his statement as follows: "Free-wheeling in my opinion, is the greatest development that has been introduced in the automotive field. To realise that, one only has to try a Hupmobile in heavy traffic — the car seems to fly and the driver never felt safer!"

FISK

AIR-FLIGHT

PRINCIPLE TYRES

MEANS MORE

mileage

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
CONDITIONS.

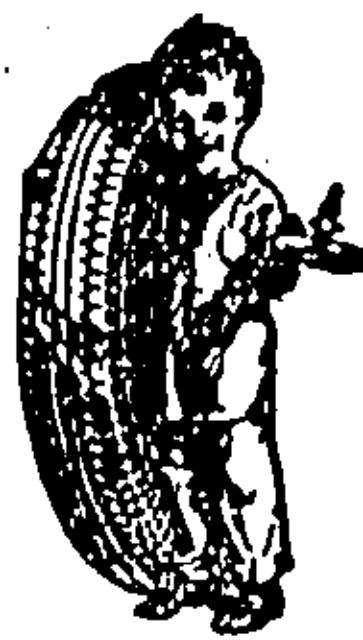
Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

Telephone 28011.

Hong Kong Bank Building.



BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

HILLMAN CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

HUMBER CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

SUNBEAM CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

WILLIS CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

WILLIS KNIGHT CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 23011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

WILLIS TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. Co. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22286.

MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.

WHITTA'S MOTOR AUCTIONS.—Cameron Road, Kowloon. Next to Peninsula Garage.

WILLARD BATTERIES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

"GREAT WALL."

Mobiloil Has Part in Expedition.

Flying over unexplored territory in Peru, American fliers have discovered a great wall in Peru, — a barrier similar to the great wall of China and possibly half of its size. The discovery is one of the outstanding achievements of the Shippee-Johnson aerial photographic expedition in their first months of pioneering work in Peru. Arriving in Peru in December, the expedition had made more than 1,000 aerial photographs before the end of April. Thousands of feet of motion pictures have been made from the air. It is certain, in the opinion of mining and archeological authorities, that the discoveries of the expedition and the photographic records made, indicate a great advance in the geographic knowledge of the Andes.

The expedition, which is privately financed, has the co-operation of the American Geographical Society and the Harvard Geological Society. Members of the expedition are Messrs. Robert Shippee, George R. Johnson, Irving G. Hay, Valentine Van Keuren, and Max Distel. Mr. Shippee is pilot, geologist and historian. Mr. Johnson is photographer. Mr. Van Keuren is a civil engineer and Mr. Hay is a pilot. Their equipment includes two Bellanca planes, each powered with a Wright engine. Mobiloil is used for the lubrication of the planes.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

SIX LEADS.

Public Registers Its Preference.

Shifting of favour among low-priced passenger car buyers from four to six-cylinder automobiles is definitely indicated by registration figures for the year to date now appearing in leading automotive trade magazines.

Complete returns for the first five months of the year reveal leadership in passenger car sales having gone to a six, Chevrolet having tilted 303,110 cars in the period as against the 292,774 fours tilted by the largest four-cylinder car manufacturer.

The trend is significant in that 1931 is the first year to see a six-cylinder car leading all other makes. Although Chevrolet also occupied first place in registrations several years ago, the record then was made with the old four-cylinder Chevrolet before the changeover to a six.

The month by month margin of 10,000 cars by which Chevrolet led the runner-up this year was widest during May, when Chevrolet tilted 4,600 more passenger cars than the leading four. May registrations are further interesting in that Chevrolet tilted only 1,000 less cars than in the same month of 1930.

During the first five months this year Chevrolet tilted 303,110 cars compared with 333,174 for the same five months of last year, which were regarded as normal. The drop of less than ten per cent. compares with a comparable drop for the industry generally of about thirty per cent.

Indications of a general pick-up in retail buying as it affects Chevrolet are contained in a comparison of registrations for May with the same month last year.

FREE WHEELING EASY, ECONOMICAL DRIVING



In the low-price field, the new Chrysler-Plymouth gives you *Free Wheeling*—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth *Free Wheeling* you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth *Free Wheeling* you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.

FLOATING POWER EASY-SHIFT TRANSMISSION 56-HORSEPOWER ENGINE
HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS DOUBLE-DROP FRAME

PLYMOUTH

THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY
THE NATIONAL MOTOR CAR CO.

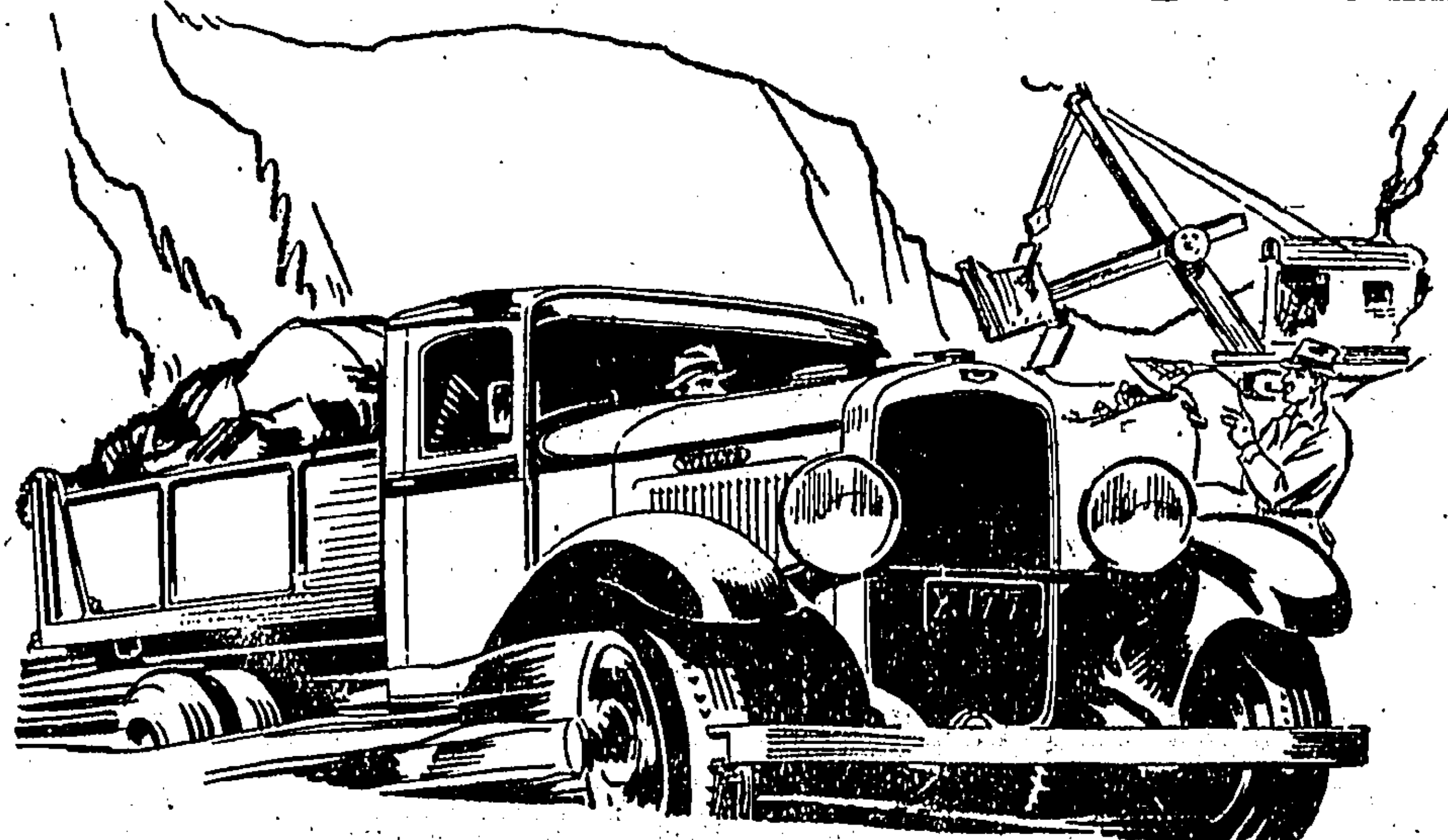
(SOUTH CHINA MOTOR CAR CO. Proprietors.)

Tel. 25644.

33, DES VOEUX ROAD C.

Tel. 25644.

MORE POWERFUL MORE ECONOMICAL



WILLYS

CARS, TRUCKS, BUSES

Sole Distributors for Hong Kong & S. China

GILMAN & CO., LTD.

Hong Kong Bank Building.

Service Station Garage:

DURO MOTOR CO., LTD.

132, Nathan Road, Kowloon.

LONG ECONOMICAL LIFE

CAR DEVELOPMENT

Oil-Engine Commercial Vehicles.

Mr. Harold Pemberton, Daily Express Motoring Correspondent, writes:

Preparations are now complete for the greatest step forward yet taken in this or any country in the development of the Diesel type of motor-engine for commercial motor-transport purposes.

A sum of money, stated to be well in excess of £1,000,000, has been set aside for the production on a large scale of British-made lorries, motor-omnibuses, and commercial vehicles of all descriptions, equipped with engines burning cheap oil fuel.

This indicates that the Diesel engine for commercial motor-transport purposes has passed from the experimental to the practical stage.

The new development should place Britain far ahead of rivals on the Continent, who are rapidly developing this form of economical transport. It also heralds a new era of cheaper road transport.

Plans for the great heavy oil engine push have been carried out in considerable secrecy. Behind it are the formidable Armstrong Whitworth-Vickers group. For the purpose of developing this form of transport on the grand scale a new company, called Armstrong-Saurer Commercial Vehicles, Ltd., was formed.

A number of vehicles equipped with the new Diesel-type engine were built. It is the success of these vehicles, after extensive trials and practical tests on the road, that has led to the present decision to go right ahead with quantity production.

Large extensions have been made at the Armstrong Whitworth factory at Scotwood, Newcastle-on-Tyne. Extra plant has been installed. During the past week a large staff has been taken on, and everything is now ready for the new campaign.

During the past year rapid developments have taken place in Diesel engine progress for commercial motor-transport and for aircraft.

A short time ago the first London motor omnibus equipped with a heavy oil engine was placed on the streets for practical tests.

The Daily Express was able earlier in the year to describe exclusively the first trial trip of a German aeroplane fitted with an engine of this type.

It also gave the first exclusive details of the secret Rolls-Royce Diesel aeroplane which is now undergoing tests on behalf of the Air Ministry.

But the news it publishes to-day is the first indication of the production of heavy oil engines on a large scale for road transport by a British firm of high standing.

The main advantage, both as regards commercial vehicles and aeroplanes, is economy in running, and there is the additional advantage, especially as regards aeroplanes, that all danger of the fuel catching fire is eliminated.

Comparisons have been made between the new Armstrong-Saurer vehicles and vehicles of the same weight and power but run on petrol.

The oil-engined vehicle ran twice the distance at half the cost compared with the petrol-engined lorry.

FOULED PLUGS.

While a new automobile is equipped with the type of spark plug specially designed for its class of engine and is usually free from trouble from this cause, buyers even of brand new cars sometimes notice a tendency of the plugs to foul.

Eleven possible sources of fouling in new cars are enumerated. They are:

First.—Oil in petrol, put in either at the factory or by a dealer in "running in" the engine. This oil is introduced into the combustion chamber and not being entirely burned its carbon residue is deposited on the plugs.

Second.—Oil poured on top of pistons at the factory to seal them and guard against rusting and seizing when the engine is started after shipment.

Third.—Long idling run by dealer to limber up engine after delivery.

Fourth.—Poor carburettor adjustment.

Fifth.—Excessive use of choke.

Sixth.—Metallic dust in new engines.

Seventh.—Too slow driving while "running in" the car, which should have an occasional short spur to keep the spark plug clean.

Eighth.—Distributor points defective or not properly set.

Ninth.—Weak coil or condenser.

Tenth.—Use of spark plug too cold for service required.

Eleventh.—Too close setting of gaps.

DODGE TRUCK.

Opens New Passage in China.

Undoubtedly one of the most spectacular and sensational journeys accomplished in the Old World in years, was the journey made recently by a Dodge truck from Sinkiang to the coast of China.

Through the efforts of the governor of Sinkiang, the truck attempted to open communication with this outlying province of the Celestial Empire and the coast with which it trades. Heretofore, only camel caravans have succeeded in making the dangerous and tremendously difficult trip, which few, if any, foreign travellers have attempted. Even Roy Chapman Andrews, renowned for his scientific explorations in the Gobi, has been emphatic in stating that this particular territory was absolutely closed to motor traffic due to the impassable sand barriers and the intense cold.

The trip was an experimental one carried out at the instance of the Sinkiang Government. It was in charge of G. E. Soderbom, a Swedish engineer, whose experience in the Northwest of China and his familiarity with the language qualified him for accomplishing the journey of 16 driving days.

For some years the Sinkiang authorities have been considering how best they could tackle the problem

of re-opening a new route suitable for motor traffic. The experimental trip was made in the depth of Winter with one motor car and the Dodge truck. Before many miles had passed, the motor car was abandoned in the middle of the

waste lands.

The temperature was 40 below zero centigrade most of the time with a terrific north-easterly wind blowing. Grave difficulties were encountered immediately and it took seven days to cover 123 miles

between Urumchi and Turfan. With Mr. Soderbom were a Russian, two Chantu mechanics and a Chinese mechanic together with a Mongol interpreter.

The difficulties encountered owing to the weather, the deep snow and

ice, were such that only the ancient tradition that it is fatal to turn back prevented them from returning to wait milder conditions. When the expedition had travelled 400 miles out from Urumchi the motor car broke down and the journey was continued by Dodge truck alone.

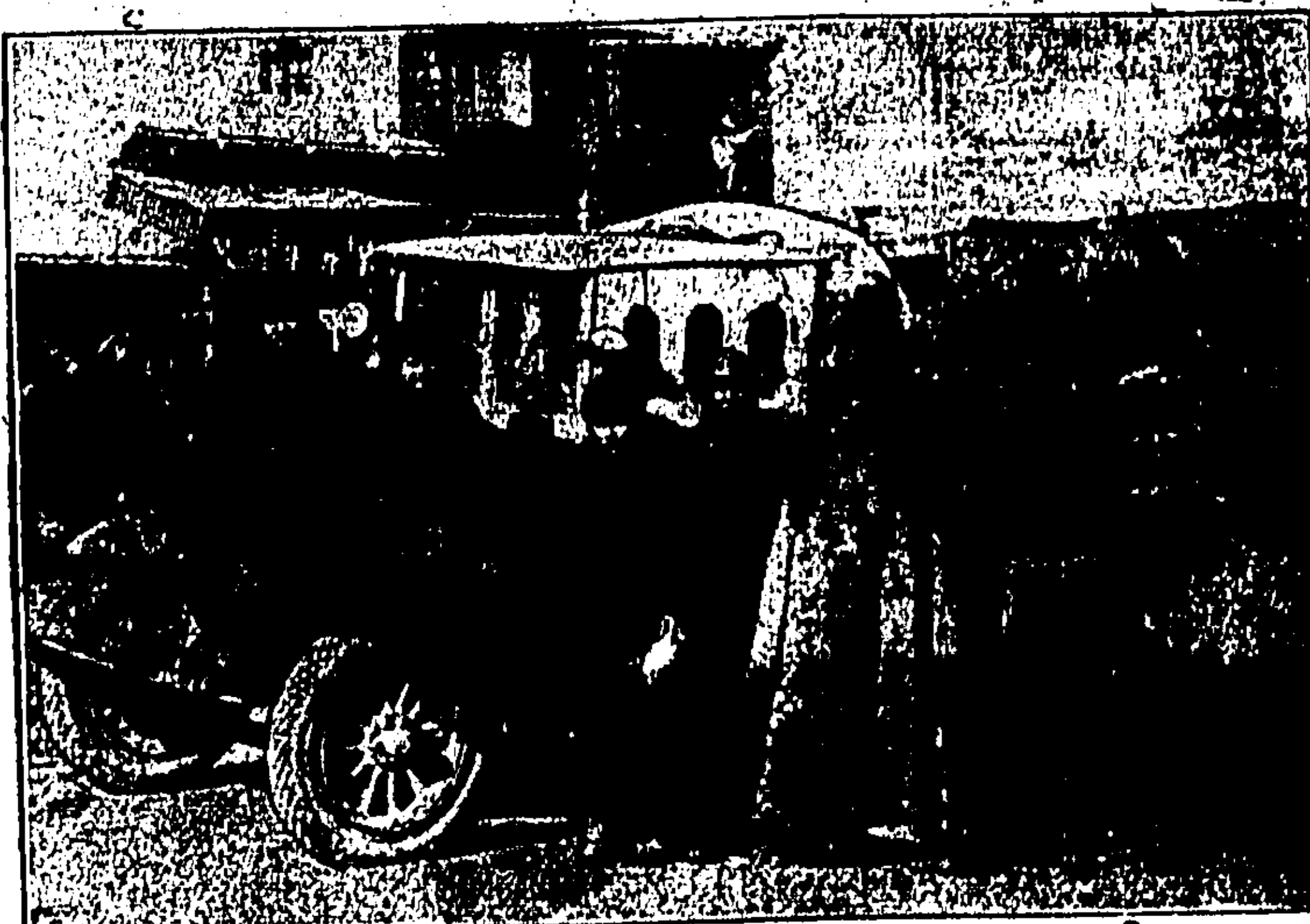
The expedition took the old Imperial route in Sinkiang, through Turfan and Hami to Mengshul, on the Mongolian border, whence it crossed the Gobi. A considerable detour had to be made round the sources of the Edsighol and the series of parallel streams, for the ice is hardly thick enough to permit a heavily-laden truck to cross in safety. Following a semi-circular detour, the expedition proceeded due east and effected a passage through the long stretch of sand dunes which stretch from the Mongolian border in a south-easterly direction all the way to the Yellow River at Tohgokw, north of Ninghsia.

The expedition followed a route north of the Kansu border, crossed the old road to Ulassutai to the Unga road on the border of extramural Hopes, whence travelled to Kalgan.

The practicability of this route, even in the depth of Winter, has thus been demonstrated, and Dodge officials, through their dealer in Tientsin, have received the official thanks of the government of Sinkiang.

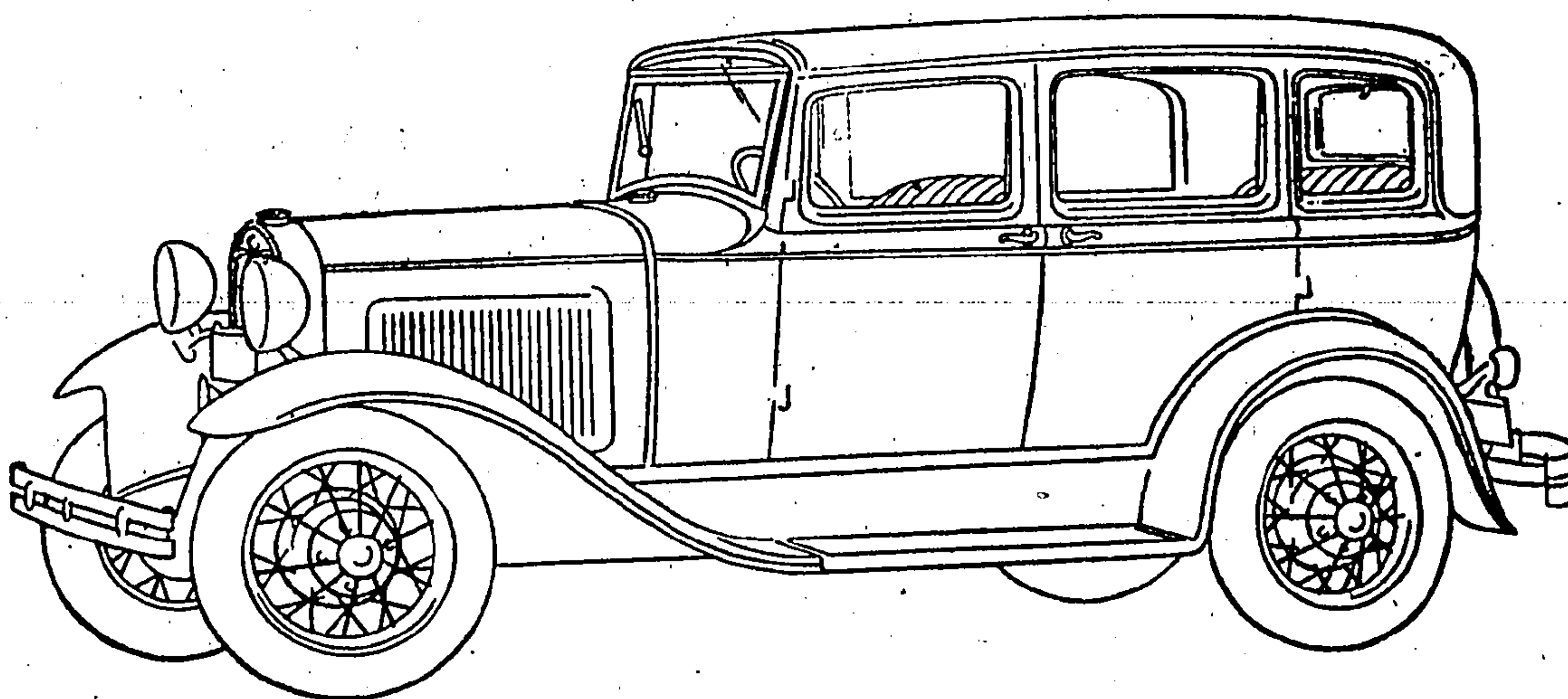
This journey will probably prove the opening wedge toward the establishment of regular motor traffic in this far corner of the world.

Dodge Truck Opens New Passage in China.



The Dodge truck pictured above was the first vehicle of any description to travel from Sinkiang to the coast of China. The trip was a memorable one in that it is expected to open up motor transportation between this hidden province of the Celestial Empire and the coast. The expedition was in charge of G. E. Soderbom, second from left. During the journey, which occurred in the dead of Winter, temperatures of 60 below zero were encountered.

THE NEW Ford Standard Sedan



A CONSERVATIVE car of good appearance and quiet simplicity. The New Ford Standard Sedan is a most serviceable family conveyance, with a roomy interior, trimmed and upholstered in excellent taste. The front seat is adjustable. The rear seat easily accommodates three persons. Doors, both front and rear, are wide and permit easy access. There's a convenient dome light.

And, of course, included in all models are the regular Ford standard features—Triplex shatterproof windshield—Rustless Steel for all-exposed metal parts—sturdy bumpers—four genuine Houdaille shock absorbers—completely enclosed four wheel brakes—Economy—Reliability—Long Life—Good dealer service.

This sedan is now larger and embodies many de luxe improvements. The windshield has the approved 10-degree slant for greater beauty and safety, while the straight-line treatment of the moulding is an authentic beauty note.

Authorized Dealer:

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:

IDEAL MOTOR CAR CO.

416/20, Lockhart Road, Wanchai.

You will be convinced by an actual demonstration.



FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

Over Twenty Million Fords have been sold

SPARKING PLUG.

Vital to Good Running of Your Car.

The sparking plug is of vital importance to the satisfactory running of a motor vehicle, although until failure takes place owners and mechanics are apt to neglect this important detail.

Motorists frequently ask why it is better to change sparking plugs after a certain mileage has been run, when apparently the engine is functioning in the present condition of the plugs. As a matter of fact, all sparking plugs should be renewed after 10,000 miles, and some earlier.

The reasons for this procedure are that at the end of 10,000 miles plugs are generally pretty well worn out, states Mr. H. Thornton Butler in the Morning Post. The electrodes are usually burned and pitted, the insulator is covered with carbon, through which some of the electric current leaks, and there is often a harmless looking deposit on the surface of the insulator which at high speeds may cause pre-ignition.

Difficulty in starting, due to worn-out plugs, runs the battery down, making more frequent re-charging necessary. Also worn plugs waste petrol because they "miss" at certain speeds, allowing gas mixture from the cylinder to pass into the exhaust unused. Besides the waste the unvaporized particles of the petrol are apt to seep into the crankcase and dilute the lubricating oil to its disadvantage.

An Economical Course. That also adds to the expense of running, as the oil needs to be changed earlier than otherwise would be necessary. As sparking-plugs are inexpensive, it is more economical to fit a new set after, say, 10,000 miles than incur losses in these directions.

During a test of an engine, recently fitted with old sparking-plugs, it developed 31.2 h.p. at an engine speed equivalent to 20 miles an hour on the road. The same motor, fitted with a new set of sparkmakers, produced 38 h.p. at the same engine speed, a gain of nearly 7 h.p.

Another source of the spilling of good plugs is the iron content in some "cheap" petrol. This leaves a brown coating over the insulator. Such a coating becomes a good electrical conductor at high temperature, causing "missing" of the engine, because the spark current will travel through the coating, rather than jump the gap between the electrodes.

This coating is difficult to clear from the insulator, and so when owners see that this has a dark brown colour, they should change the plugs to avoid trouble.

"MYSTERY" CAR.

Absence of Engine Noise.

For many months the deepest secrecy has been maintained concerning the "585" Rover "mystery" car, and conjecture has been busy as to its specification. In the issue of The Light Car and Cyclecar dated September 4, four pages are devoted to a complete description of the "Scarab," as it will be known, and a number of interesting illustrations including a special drawing showing a cutaway view of the car appear.

It is now common knowledge that the "Scarab" has a two-cylinder, air-cooled engine at the rear, together with a three-speed gearbox built up as a unit for the engine. It is not generally known, however, that the car incorporates a very ingenious rear suspension system; in fact, the word "suspension" really applies, for the chassis frame, engine unit and the rear part of the body are hung from a cross-member which rests at its two ends upon stout helical springs. The lower ends of the springs are mounted on an extension of the wheel hubs. This arrangement also cuts out what is known as unsprung weight, since the cross-member and everything suspended from it is fully sprung.

The same ideal has been achieved at the front of the car by employing helical springs to hang the frame from the wheels, as it were.

A car with an engine at the rear has, of course, a number of advantages over the more orthodox type. Weight distribution, for example, is better, and the adhesion between the rear wheels and the road is greater. As there is no propeller shaft the floor level can be kept very low, thus affecting the overall height of the entire car, and even when the side curtains are in position and the hood is up there is little chance of any oil fumes finding their way into the interior of the body. Finally, there is a marked absence of engine noises which, when the car is under way, are carried away to the rear.

No price has yet been settled, although the sum of £35 has been freely quoted.

GAPS IN THE KIT.

Useful Additions to Standard Equipment.

Although motor-car manufacturers have vied with each other for some years past in offering their customers the fullest possible equipment, there is not a single car delivered to the public with a complete outfit. It is easier to be sure of the fact than of the reason. So far as cheap cars are concerned, somebody seems to have called a halt three or four years ago. An attractive legend avers that in the days of the battle for the Manx steamer traffic it was possible to get a saloon ticket for 2s. 6d., with a free lunch included in the fare. If the vendors of cheap cars had continued to use equipment as a sales lever we should soon have reached a stage at which a chauffeur's wages for the first twelve months were included in the catalogue price. But the sales departments found that too much was being spent on equipment, and they seemed to have concluded a gentleman's agreement on the subject. In future we were to be supplied gratis with all such fittings as must be part and parcel of a car. A car which is born with a pleasant appearance may be grossly disfigured if individual users affix a screen-wiper, an additional lamp, a luggage grid or any other obvious excrescence. But the loose appurtenances come in quite another category. A nobleman may carry all sorts of disgraceful articles or an empty wallet. In his pockets without shaming his coronet, the only caveat is that such articles must not be too large. Similarly, a good-looking motor-car remains a good-looking motor-car even when there are dreadful gaps in its kit or if some of the tools are so shoddy that they are barely usable.

Tyres.

However, to be perfectly fair to the motor manufacturer, the buyer of a new car need not spend much money in completing its equipment. Perhaps the most serious defects concern his tyres, and such flaws will not be realised as long as the tyres are new and immune from puncture. But later on he may discover with astonishment that a couple of punctures in quick succession can strand him hopelessly. When the first puncture occurs he fits the spare wheel; if another follows rapidly, the damaged tyre will not have been mended, and he has no repair outfit and no spare tube. Consequently the wise owner buys a tyre repair kit and a spare tube in the first week; or, better still, he specifies two spare wheels when he orders his new car. There may or may not be a tyre gauge in the kit; as inflation should be checked weekly a gauge is indispensable; its use ensures maximum comfort and good steering, as well as tyre life. As soon as an owner begins to treat his tyres conscientiously he grows disgusted with the cheap pumps which still figure in too many standard kits. These are often shoddily constructed, and give constant trouble. They may have screw connectors instead of the instantaneous type. They inject the minimum amount of labour. A first-class labour-saving pump with a lighting connector is always a sound investment.

The first puncture may similarly breed a sour distaste for the cheap screw-jack provided in the free kit. Within limits it will be quite efficient. The car can be raised by its help, and will not topple off. But the jack is probably awkward to insert, while its action may be slow and laborious. There are very few motorists who would not be thrilled by the gift of a really first-class jack. Hatred of the jack is apt to grow when the brakes first require radical adjustments. This is a task which suggested that all four wheels should be raised simultaneously. The job can be done with a single adjustable jack and three fixed jacks, such as are sold for the purpose, or can be improvised from billets selected in the woodshed. But the simplest method is to install a four-wheel jacking system. This delightful system cannot be fitted for less than £10, or thereabouts. We cannot expect manufacturers to fit it. It is not economic to fit it for ourselves unless we intend to keep the car for several years. But whatever our purse or our plans we must make some provision for jacking up all four wheels once in a while.

Lamps.

Fog is yet another factor which can inspire disgust with most standard equipments. It is some compensation to realise that extreme wealth cannot solve this particular predicament. But mitigations are possible — an amber light, mounted low down on the near side dumbiron, or even yellow elastic covers for the headlamps. Speaking of lamps,

no standard equipment includes any spare lamp bulbs. Perhaps a 'genial constable' informs us that the tall lamp is out. He evinces no desire to prosecute, but we can hardly expect to be allowed to proceed with no tall light, and we have no bulb, nor is there a garage open within miles. Prudence suggests that the new car should instantly be equipped with a safety case containing five spare bulbs, one for each lamp, although a really humane policeman will allow us to carry on with a bulb filched from the left-hand sidelamp. There are complications of this situation, as when the owner cannot discover how to unscrew a complex tall lamp embodying stop signals; and when it is at last opened the spare bulb also fails to light up and he does not know whether current is reaching the socket or not. It is a wise plan to carry a cheap voltmeter, ammeter, or testing lamp. Yet another serious electrical deficiency in the kit is the normal lack of any spare sparking-plugs. Should trouble occur on the road at night, the kit will not contain any emergency illuminant, either for lighting adjustments or tracking trouble, or for warning oncoming traffic if all the lamps should fail simultaneously. A powerful hand torch of the dry battery type is invaluable, as it serves all these purposes, and assists in reading signposts and replacing wheels.

Finally, the cleaning kit is probably limited to a tin of the special polish recommended by the chemist responsible for the brand of cellulose in which the body is finished. This must be supplemented by a spoke brush, carriage sponges (two are desirable), a roll of mutton-cloth, some plate powder for any nickel-plating which unjustifiably survives on the internal fittings, and possibly a tin of good wax polish to reduce the need for ordinary polish on the panels. Caution should be observed in using chemical cleaners; some of them are extremely severe in action, and the coach builder may be consulted before such radical methods are applied to his enamels. — G.B. in Manchester Guardian.

WAR HERO.

Wins Willys Six Sedan.

The Willys-Overland Company recently conducted a radio essay contest.

Listeners were required to write a letter of some two hundred words describing the most thrilling or amusing incident they had experienced with their motor car. There were no restrictions as to the make of car, when or where the incident occurred which the listeners described.

A Model 97 five passenger Willys Six Sedan, fully equipped, including shatterproof safety glass in all windows as well as a trip to the factory at Toledo with all expenses paid as the guest of the Willys-Overland to accept delivery of the car and drive it home was the grand prize to be awarded the winner selected by the judges.

The contest, which drew thousands of entries from all over the United States as well as six of the Canadian provinces, was won by a man who in 1918 was a Private in the United States Army.

Seeing what appeared to be an abandoned motor car, he found that it would still run and under enemy fire, transported ten wounded comrades to safety.

This deed resulted in his being awarded the Distinguished Service Cross for extraordinary service by the President of the United States.

Mr. J. F. Lavery, the winner, was the guest of honour at a luncheon held at the Administration Building, Toledo, following which Mr. L. A. Miller, President of the Willys-Overland Company, presented him with the Willys Six Sedan.

MACHINE AGE.

Skilled Workmanship Needed.

This period of history has been called the Machine Age so often, and the name has been so universally accepted, that it comes as something of a surprise to have a question raised as to whether that appellation is right or not. Hence, when no less an authority than H. L. Weckler, works manager of the Buick Motor Company, asserts that really the man is more important than the machine, it is interesting to find out why he thinks so.

It is the skill of the individual workman, and not the mere machine or tool that he uses, that determines just how fine any piece of handiwork will be, Mr. Weckler believes. He cites the guild spirit, that made the workshops of old London famous for honest craftsmanship and sturdy quality, as a time-honoured instance. That same spirit is alive to-day in many industries, for men have not changed and pride in the work of the hands is still to be found among them.

The finest machinery and tools will not produce fine automobiles, unless expertly handled. To scientifically developed steels and other metals, to expert engineering, the best types of equipment and infinitely accurate tools and measuring instruments, there must be added the touch of the thorough mechanic to complete the cycle. When a group of experts has been gathered together in any community, that community becomes a centre that could scarcely be moved to a new setting.

"Here in Flint there has been built up an immense force of expert Buick craftsmen," Mr. Weckler says, "constituting a community in which the guild spirit is very highly developed. In fact, it would be impossible to build Buicks anywhere else. We could set up our machinery in any community, but without the force of trained men we have here, with its backbone of old-time Buick workers, we could not build Buicks as some 2,000,000 owners know them."

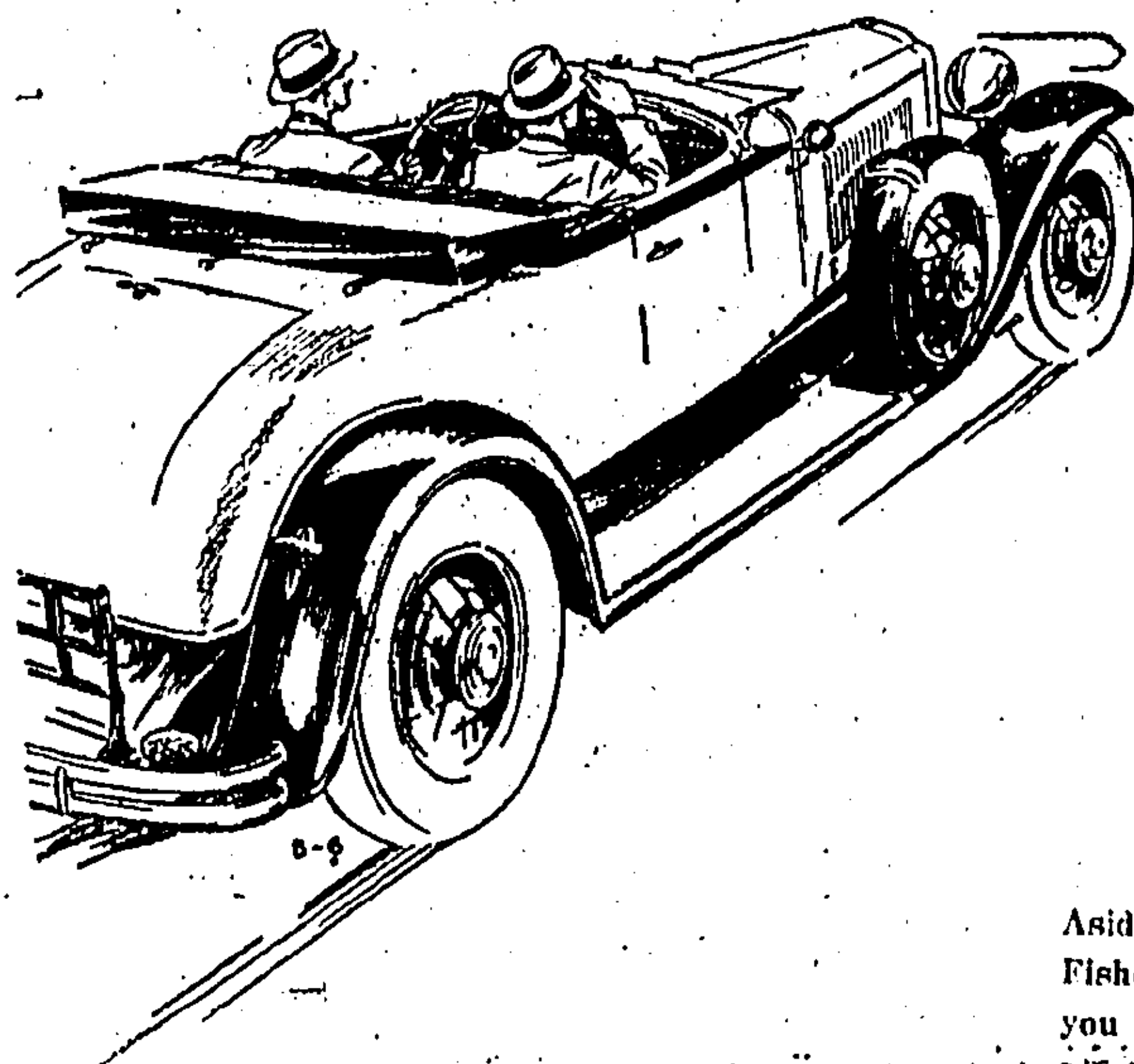
"The Buick community has grown up like a city in itself, with technical training courses, recreations and opportunities for self-improvement that makes building our automobiles an industrial career."

THE TOOL BOX.

It has been said that the majority of men have a rooted objection to destroying anything which belongs to them, and the oft-repeated statement, that if the things a man carries so carefully in his pockets were sorted out it would be found that nine-tenths of them were of no use whatever, is, as a general rule, a fact. The same is also very largely true of the contents of the average car's tool box; often the box or receptacle contains a collection of broken sparking plugs, nuts and bolts that have lost their threads, and spanners which ended their useful life years ago, the driver frequently referring to this heterogeneous assortment as his "spares."

The result of carrying such unnecessary impedimenta is that when anything is wanted quickly it is not easy to find. It is well worth while to undertake a spring cleaning of the tool box, and to eliminate all the obsolete litter. If at the same time a little method is adopted in packing the various items much time and trouble will be saved in the future. The sound nuts, bolts, and washers, if carried, should be placed in boxes and be packed in the bottom of the box, and the tools which the driver's experience tells him are most frequently required should be placed at the top of the box and graded downwards as the frequency of their use becomes less.

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The recent third anniversary of the founding of the Azienda Autonoma Statale Della Strada, which is in charge of the upkeep of Italian State roads, centered attention on the splendid work this organization has performed in transforming the country into a motorists' heaven.

Three years ago, except for a few provinces which realized the importance of good communications, Italian roads were known as practically the worst which could be found in any civilized country.

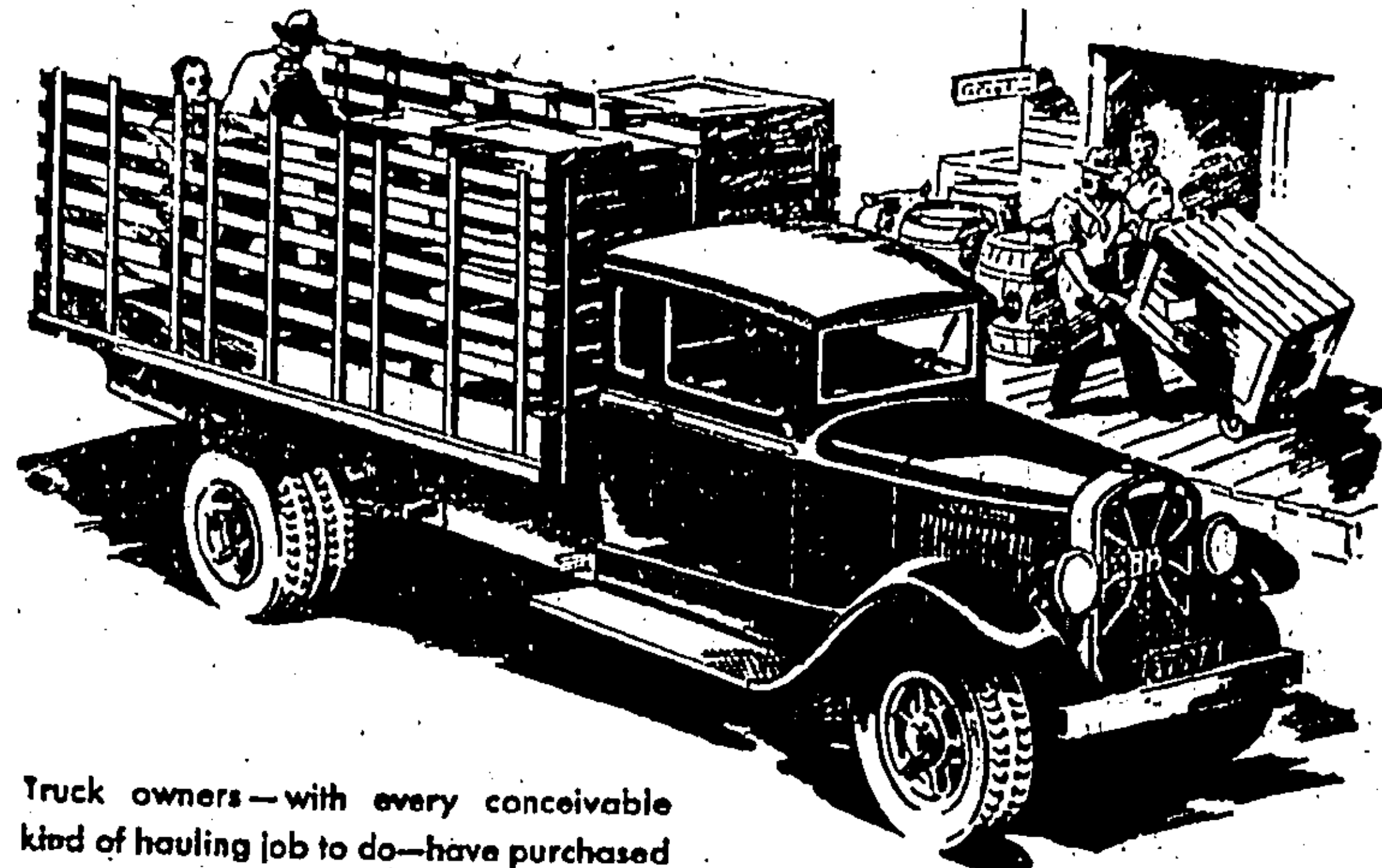
They were covered with holes and ruts, causing frequent breakage of springs and axles, and in the mottling season, cars were smothered in dangerous and uncomfortable clouds of dust. Lack of visibility caused by dust, combined with the Italian's love of fast driving resulted in many accidents. To-day, it is possible to travel by motor car from one end of Italy to the other along good asphalted dust-free roads.

This aggressive road development programme is expected to give considerable impetus to the automobile industry in that country. Hitherto, it has been a problem whether the few motor cars in Italy were a result of the bad roads or the bad roads the reason so few persons found the upkeep of a car worthwhile.

The Government decided to act by first improving the roads and leaving the automobile industry to benefit by the results and it is expected that within a comparatively short time, the number of motor cars in Italy will be doubled.

Italy is far behind other nations in the number of motor cars per head of population. With a population of 40,000,000, only about 250,000 automobiles are in operation.

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Titled Indian Takes Stinson Plane.



Dasabhy Hormaji Vhiwandwale, honoured by the Indian Government with the title of Khan Bahadur for distinguished service, is shown here about to take off for Chicago in the new Stinson four-seater which he has just purchased. He is shown at the left. The other two men are William A. Mara, vice-president of the Stinson Aircraft Corporation in the centre, and Kharshidji Limji, J.P., Chrysler Motors distributor in Bombay and other western Indian cities. The Khan Bahadur and Mr. Limji are travelling together, one in the interest of aviation, and the other on Chrysler business. The Khan Bahadur has many interests in India and is a veteran pilot. He is the only Indian pilot to own more than one plane. In addition to the new Stinson he has one of the famous Gypsy Moths and a Puss Moth, an English plane. The party is shown just arriving at the Municipal Airport, in one of the new Plymouth cars prior to leaving for Chicago.

By George Studdy

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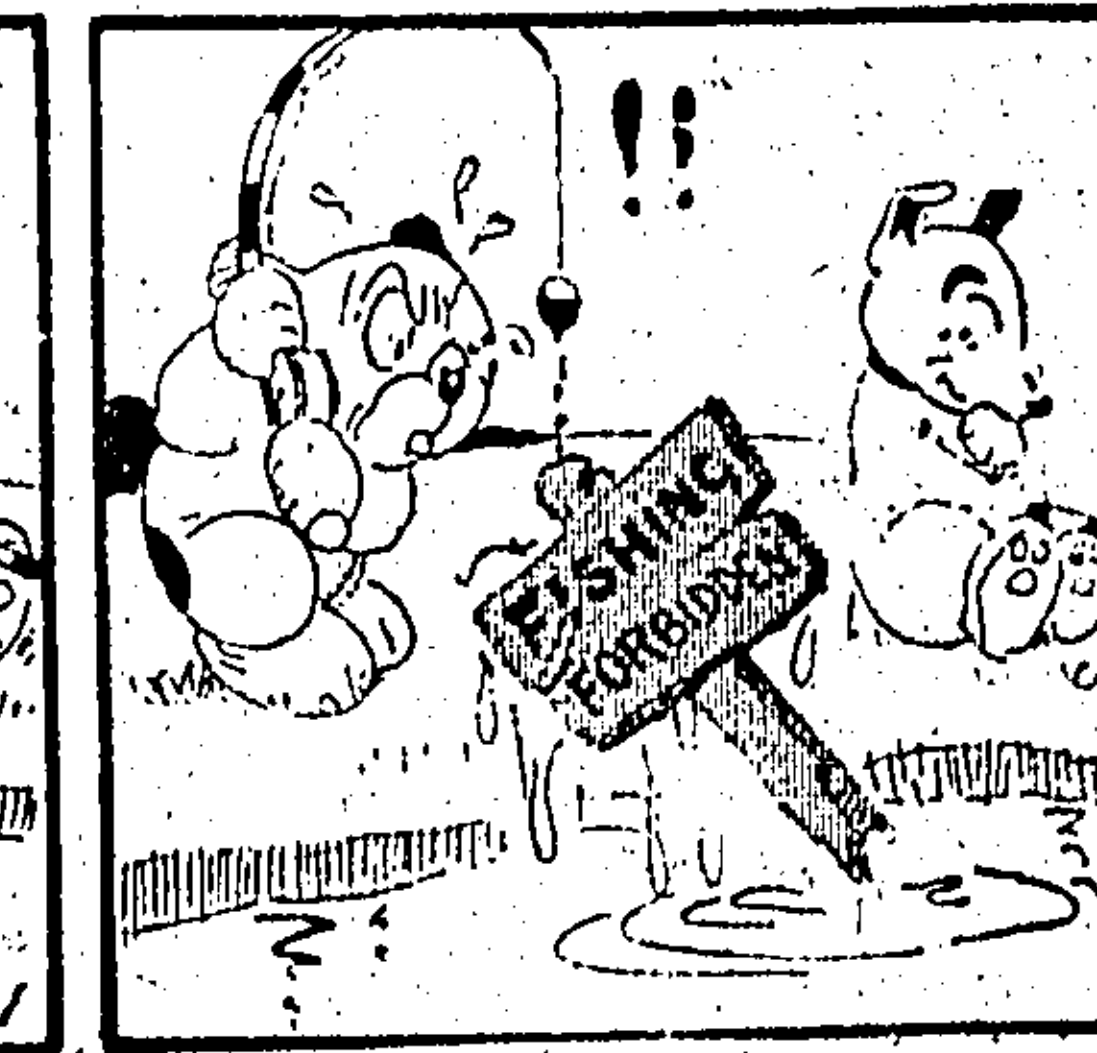
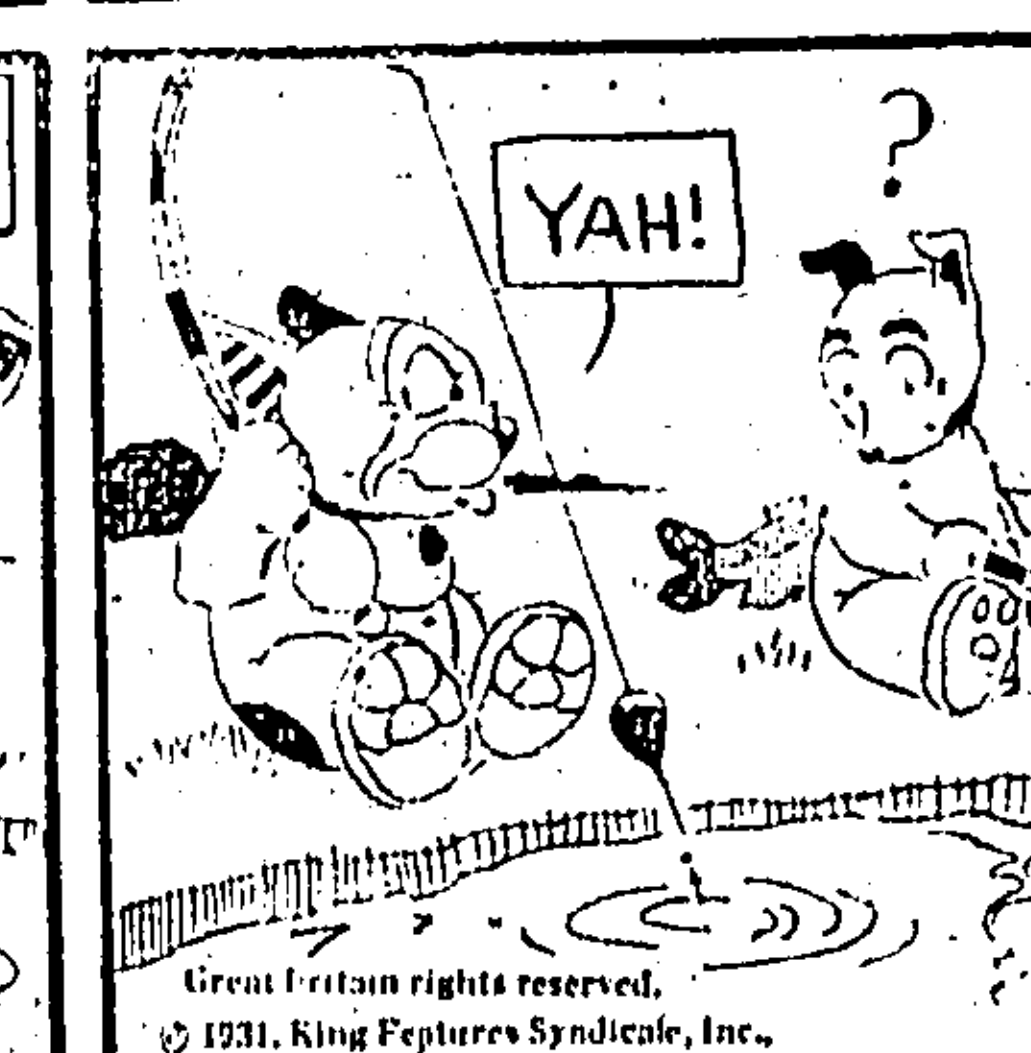
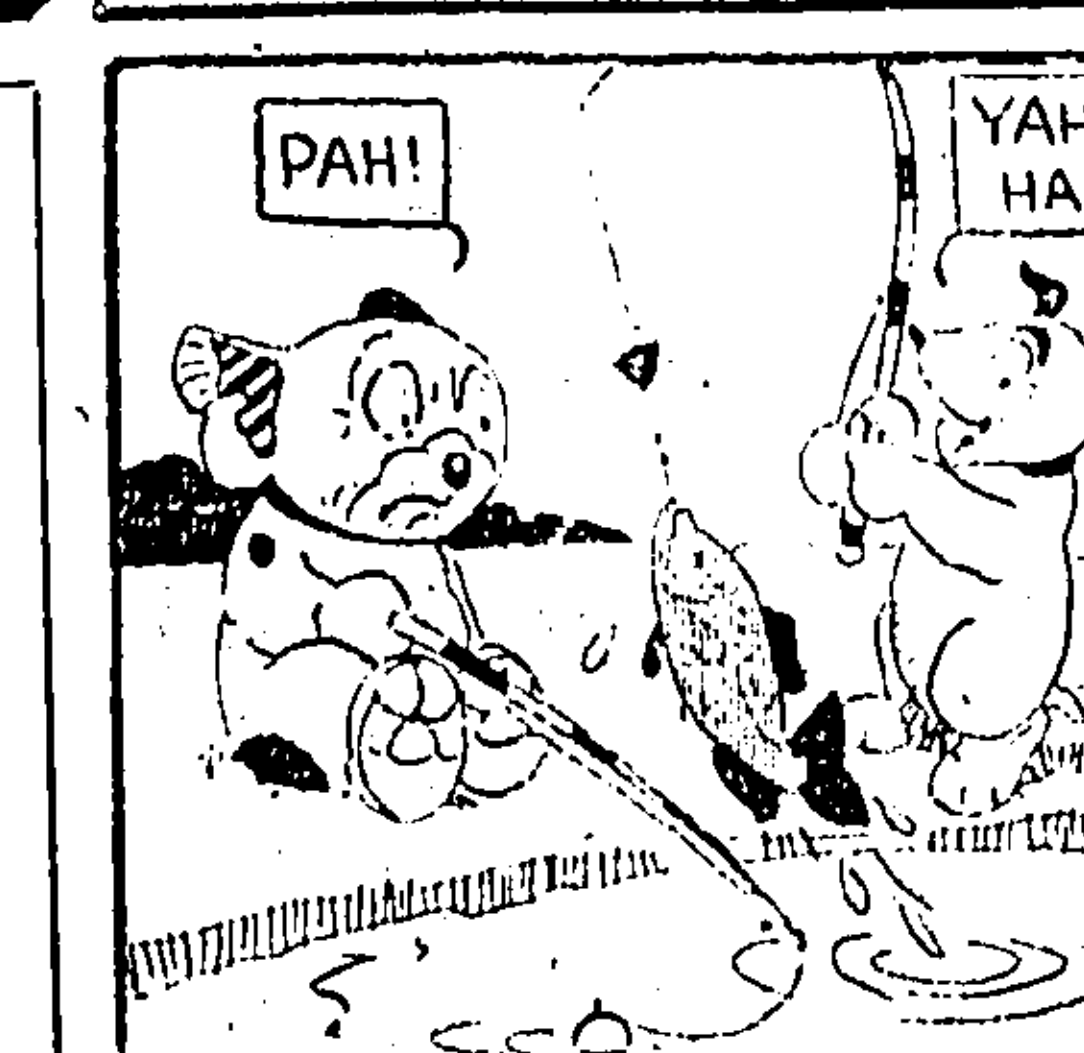
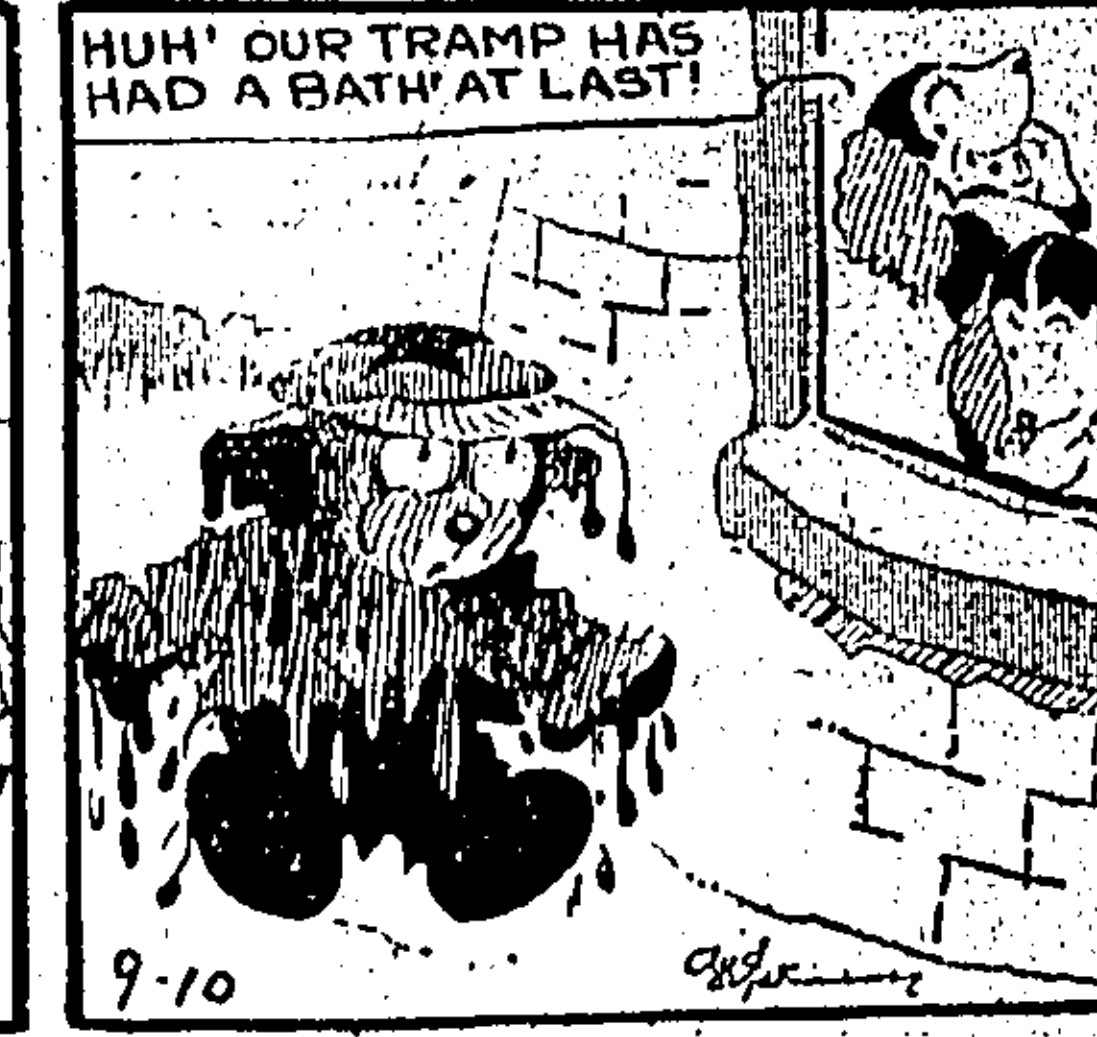
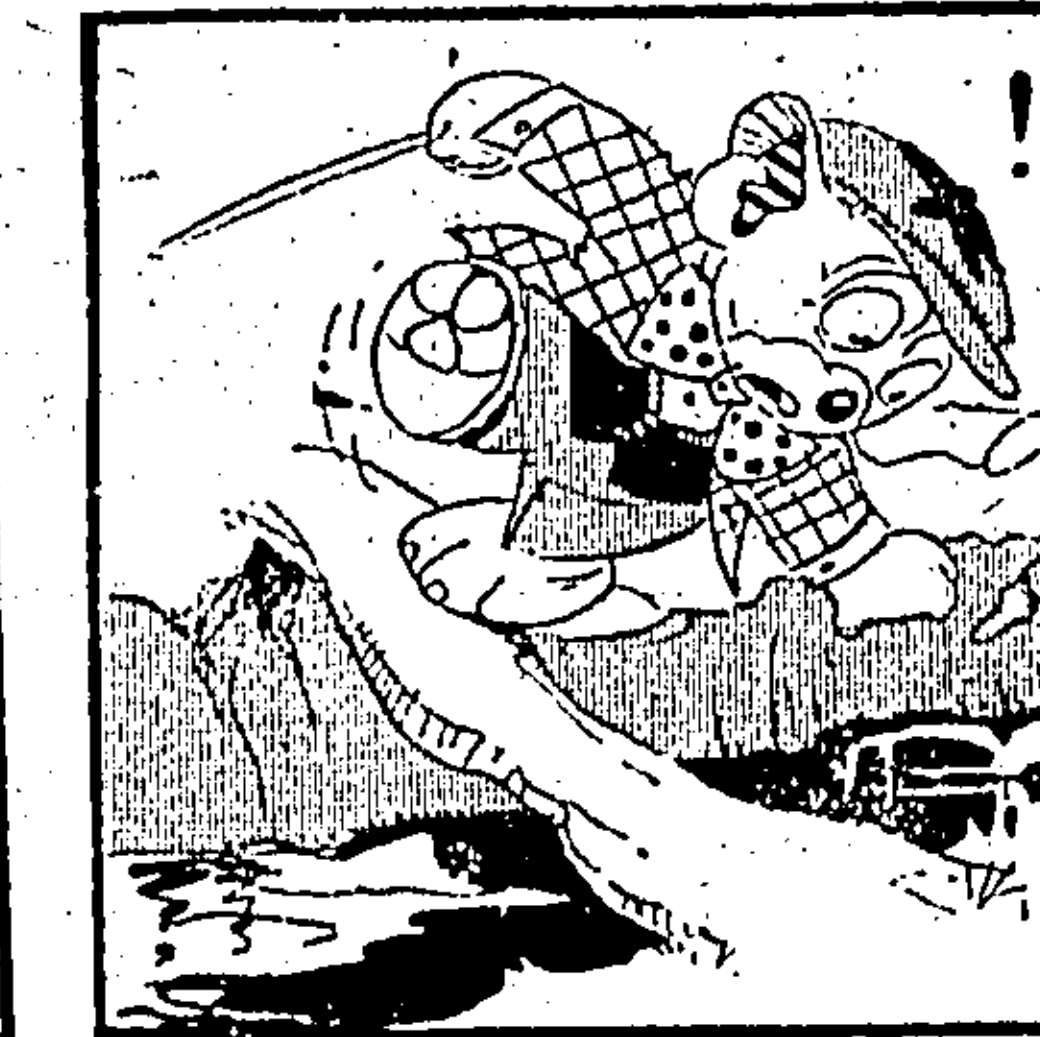
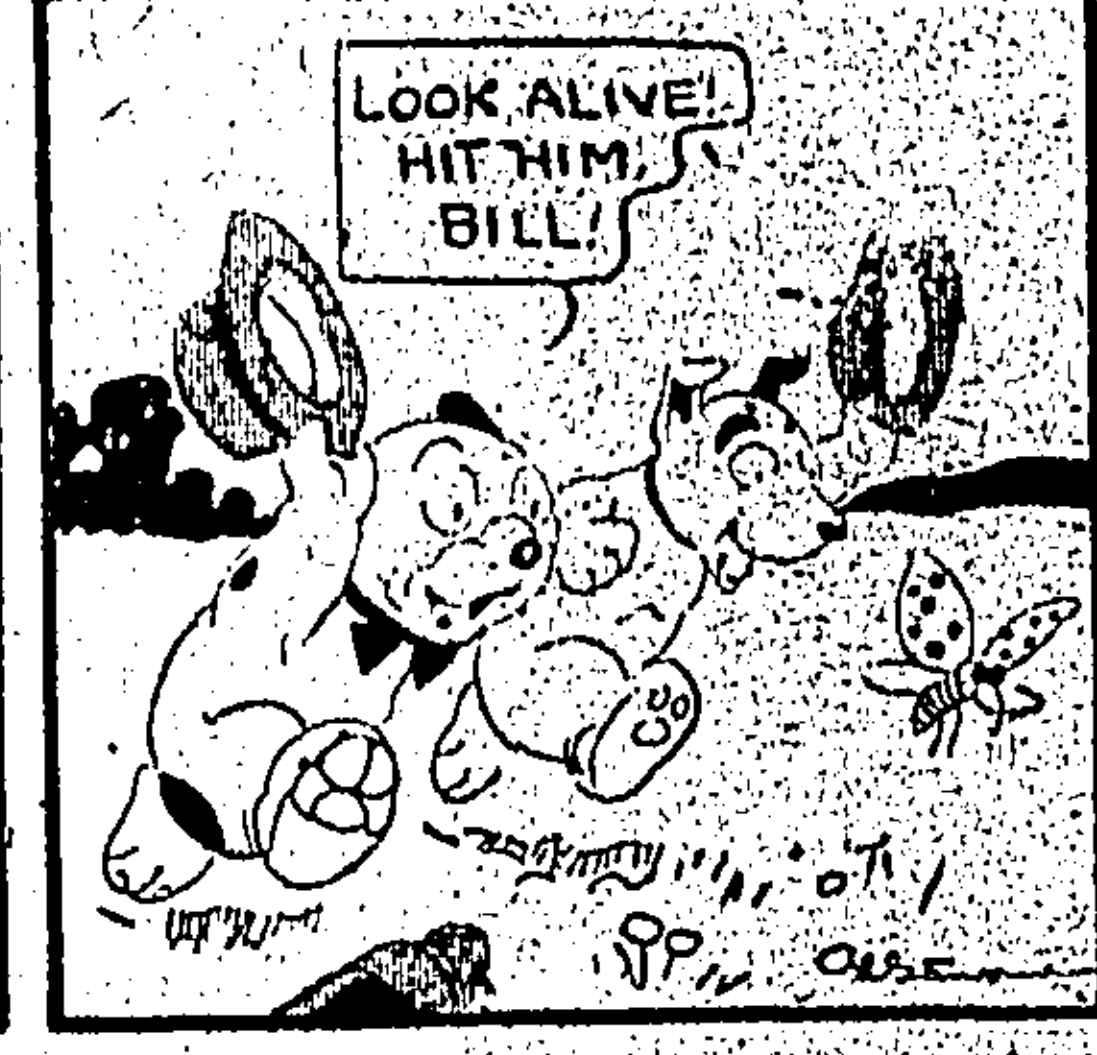
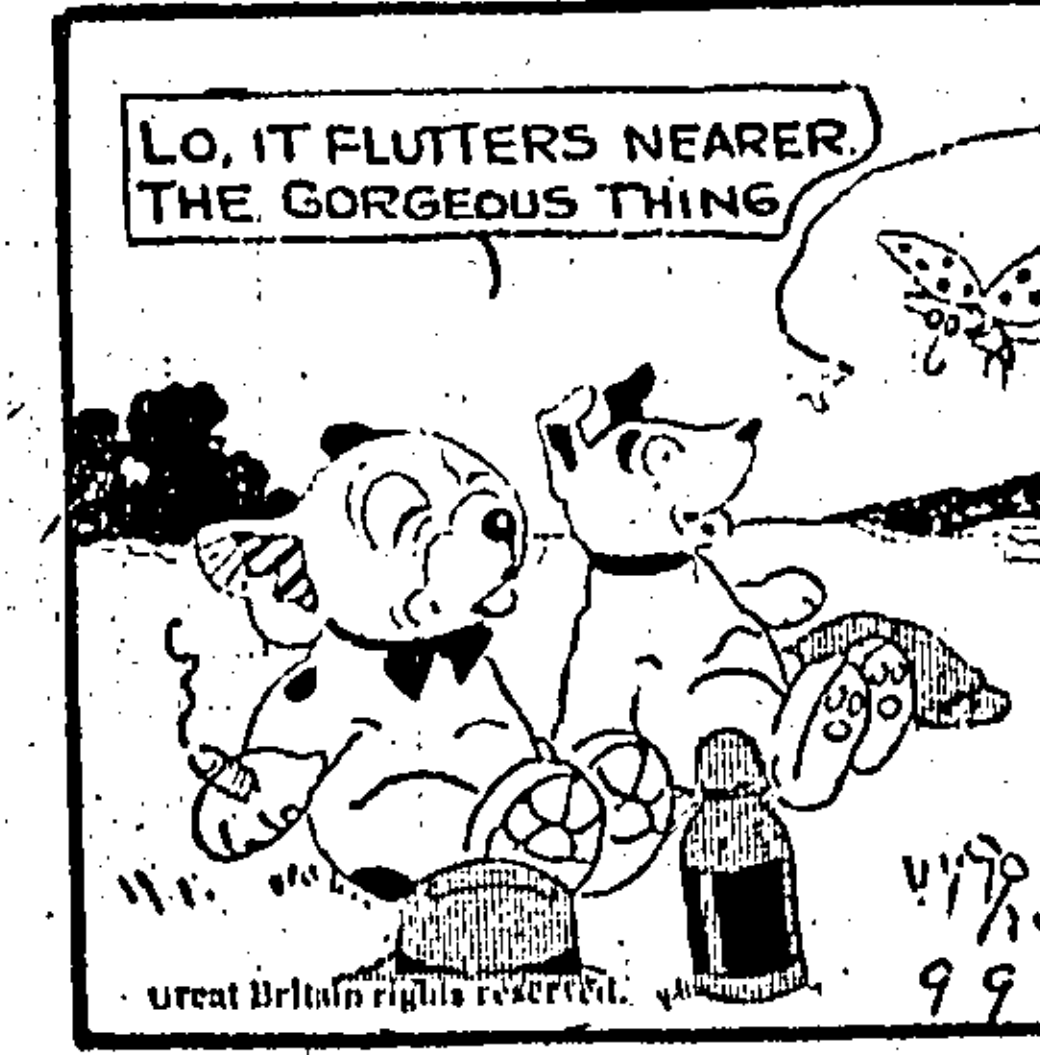
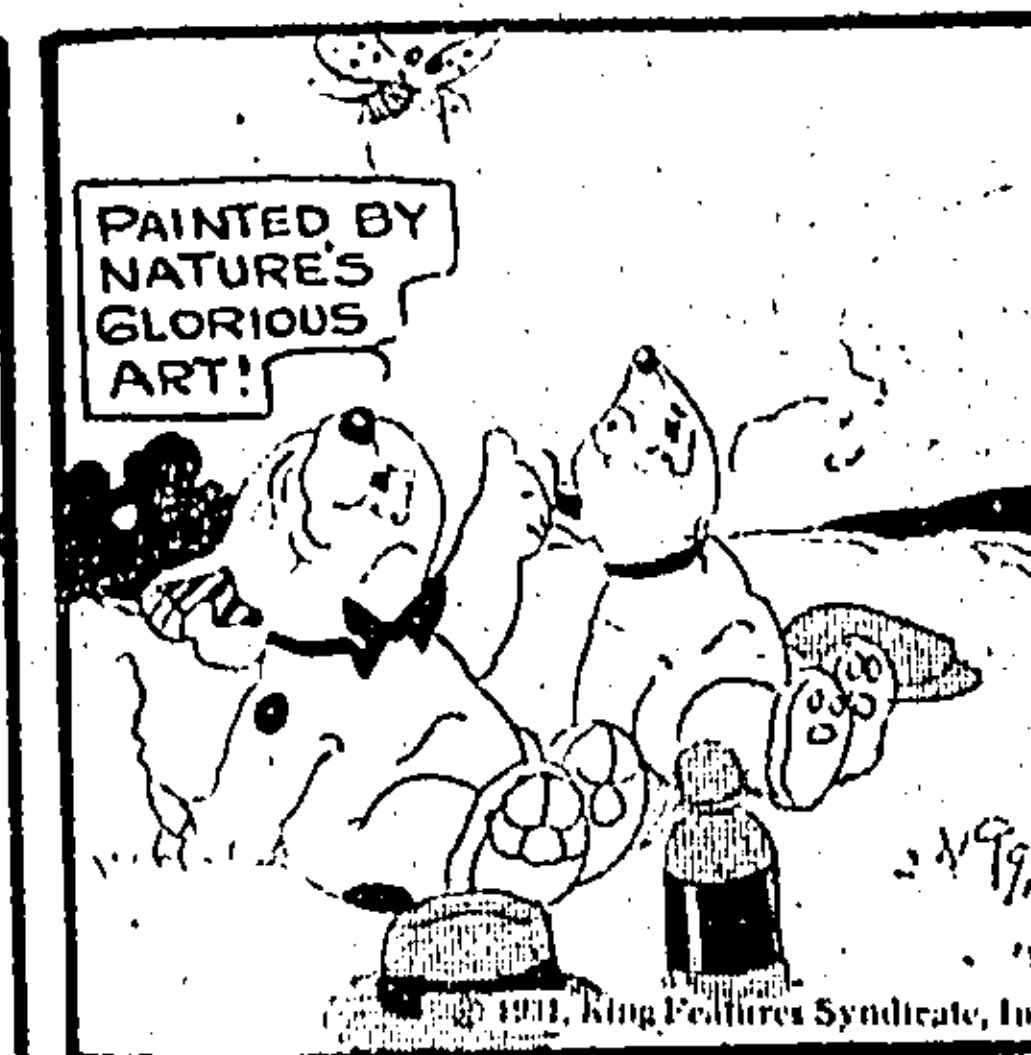
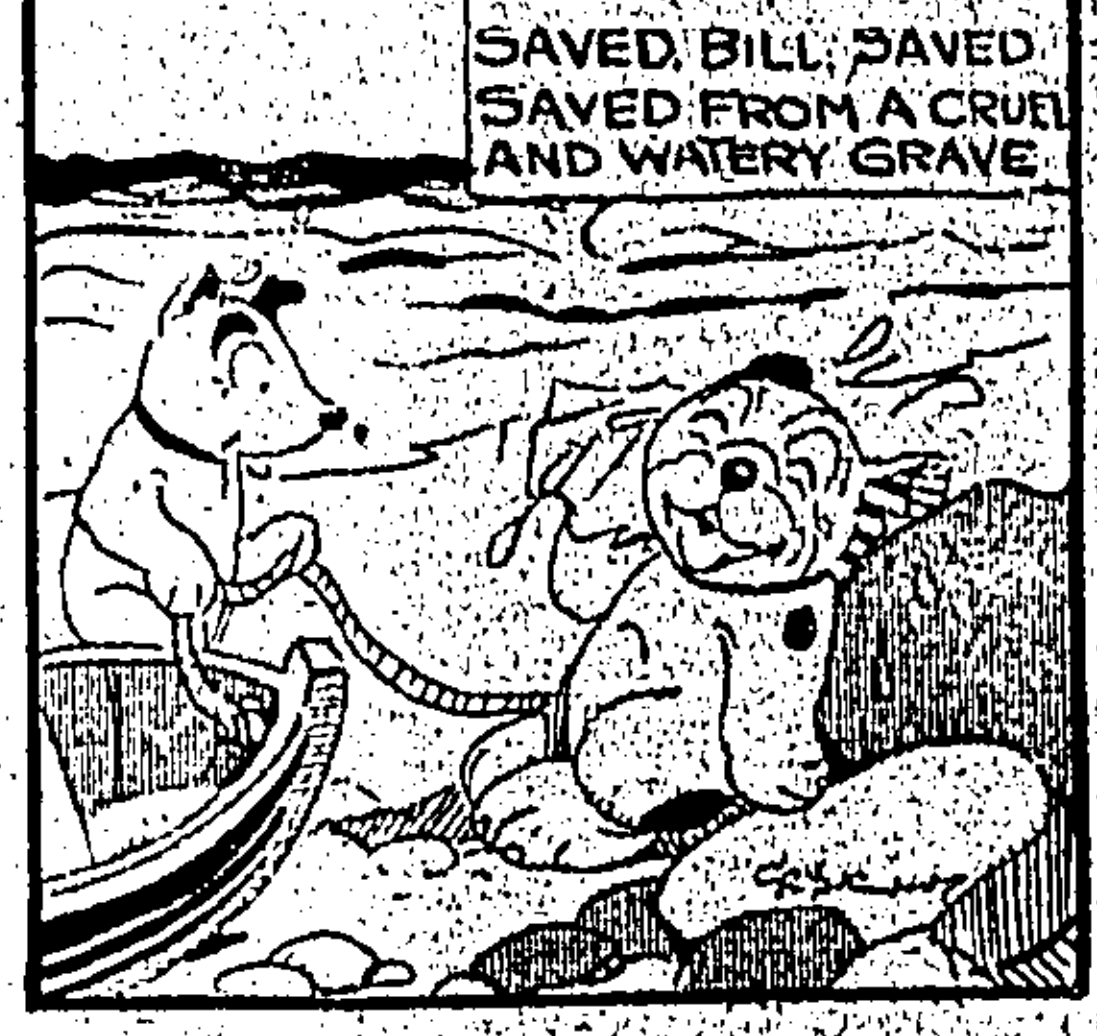
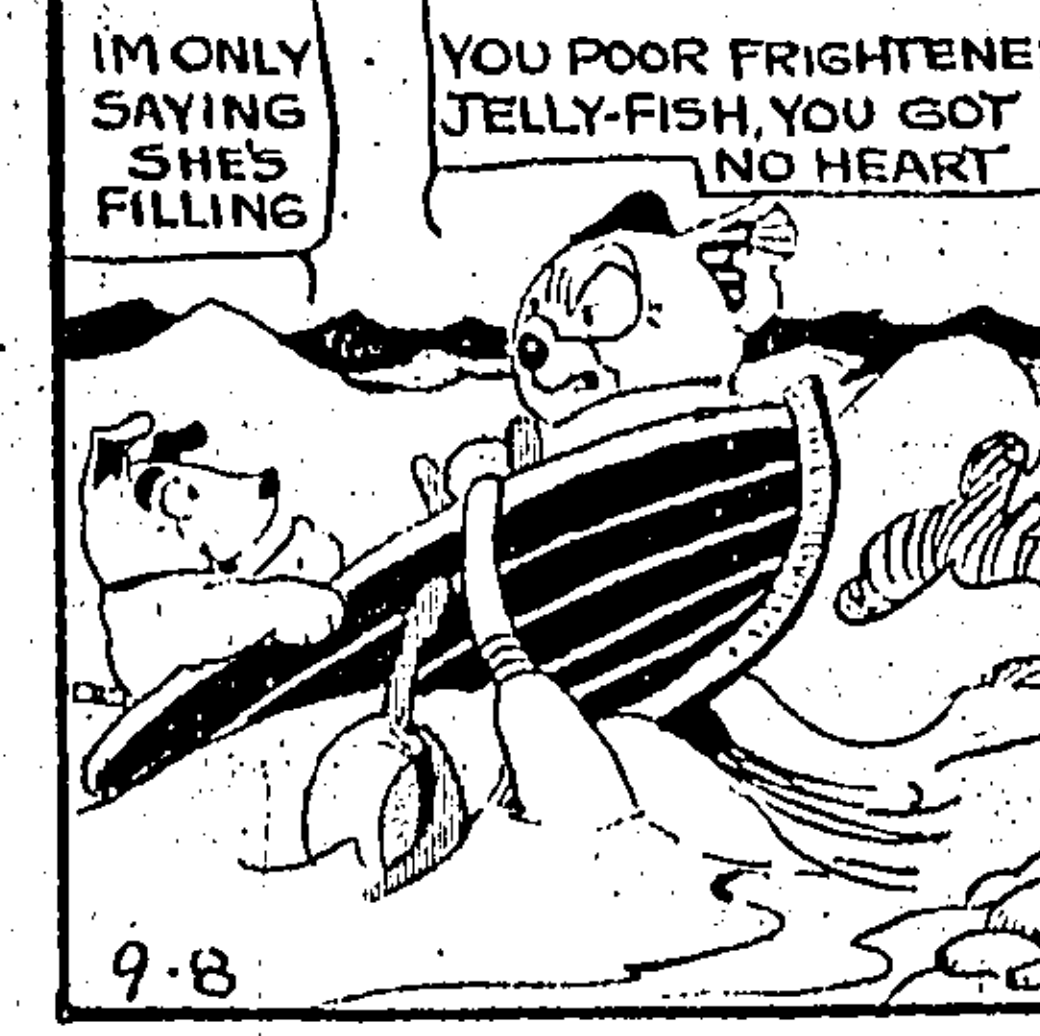
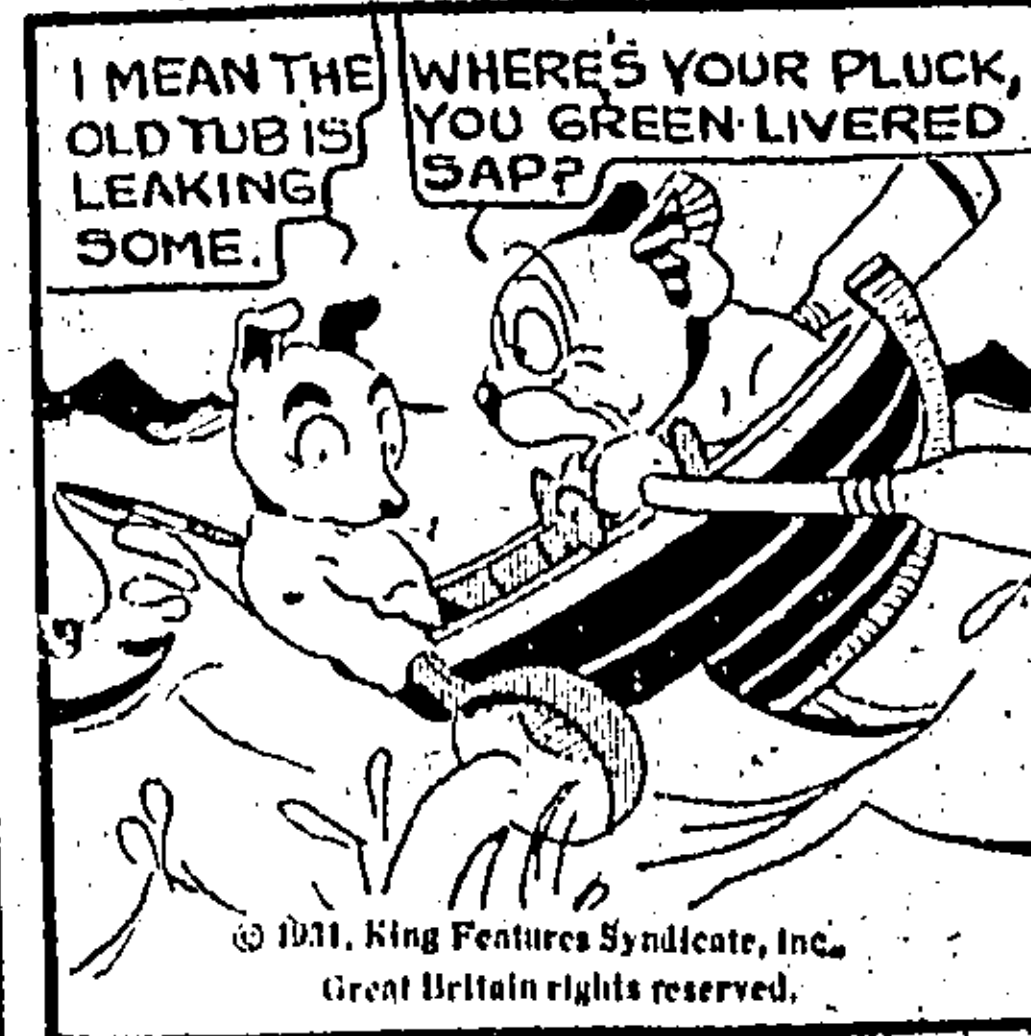
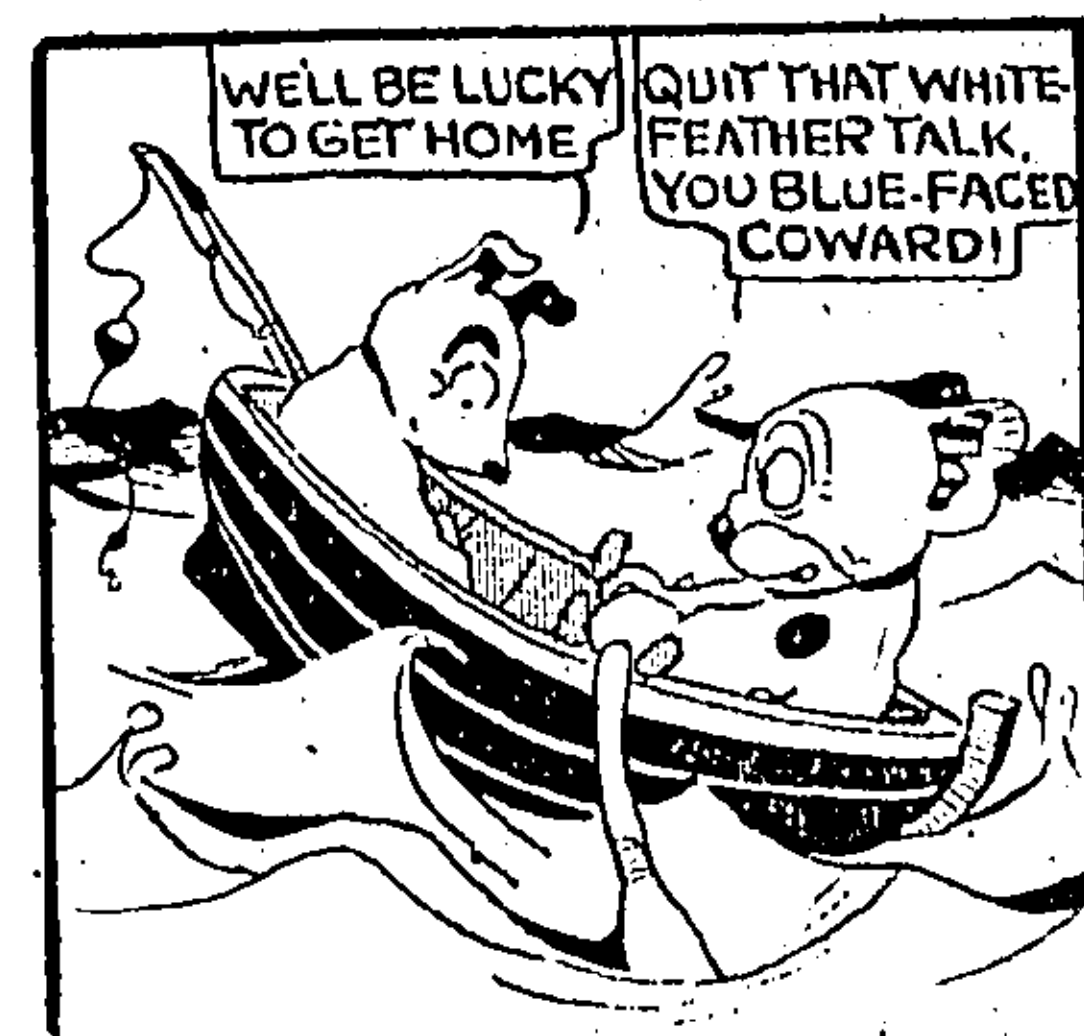
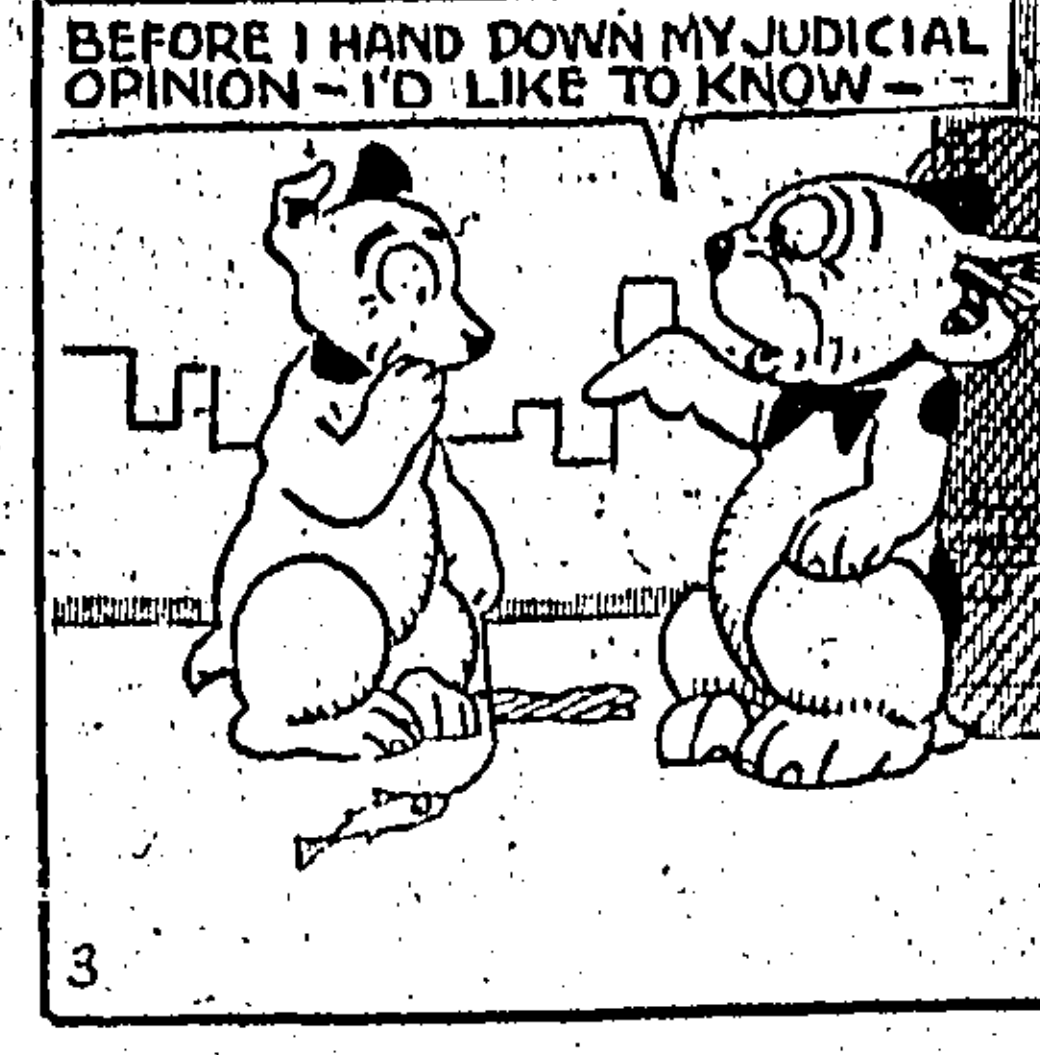
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MR 289

LOVE IS LIKE A SONG (Theme Song "What a Widow") (Robinson, Waggner, Connelly & Youmans)—

(a) FOX-TROT, Rhythmic Troubadours;

(b) SONG, Lawrence Allen, Tenor.

BATHING IN THE SUNSHINE (Gilbert & Nichols)—

(a) FOX-TROT, Rhythmic Troubadours;

(b) SONG, Dick Sullivan, Tenor.

MR 307

WHEN YOUR HAIR HAS TURNED TO SILVER (Tobias & De Rose)—

(a) FOX-TROT, Rhythmic Troubadours;

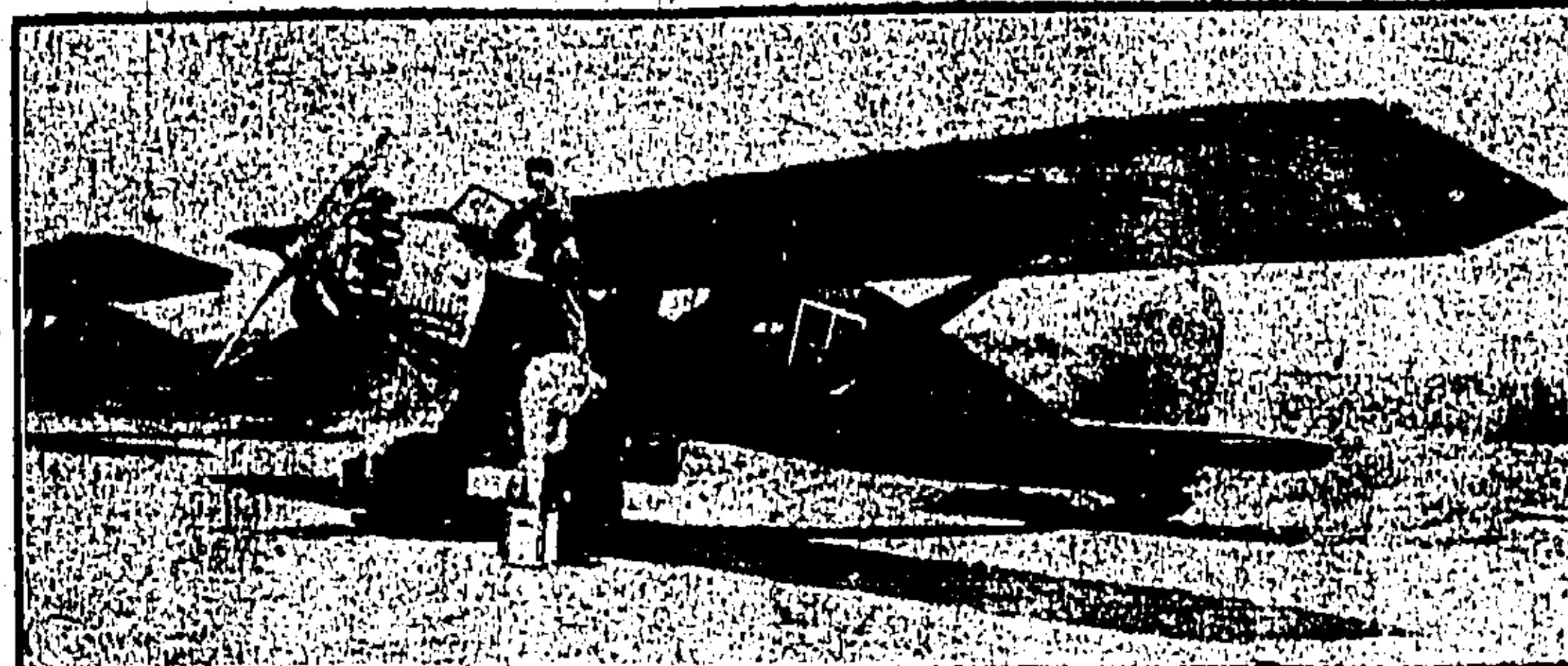
(b) SONG, Dick Sullivan, Tenor.

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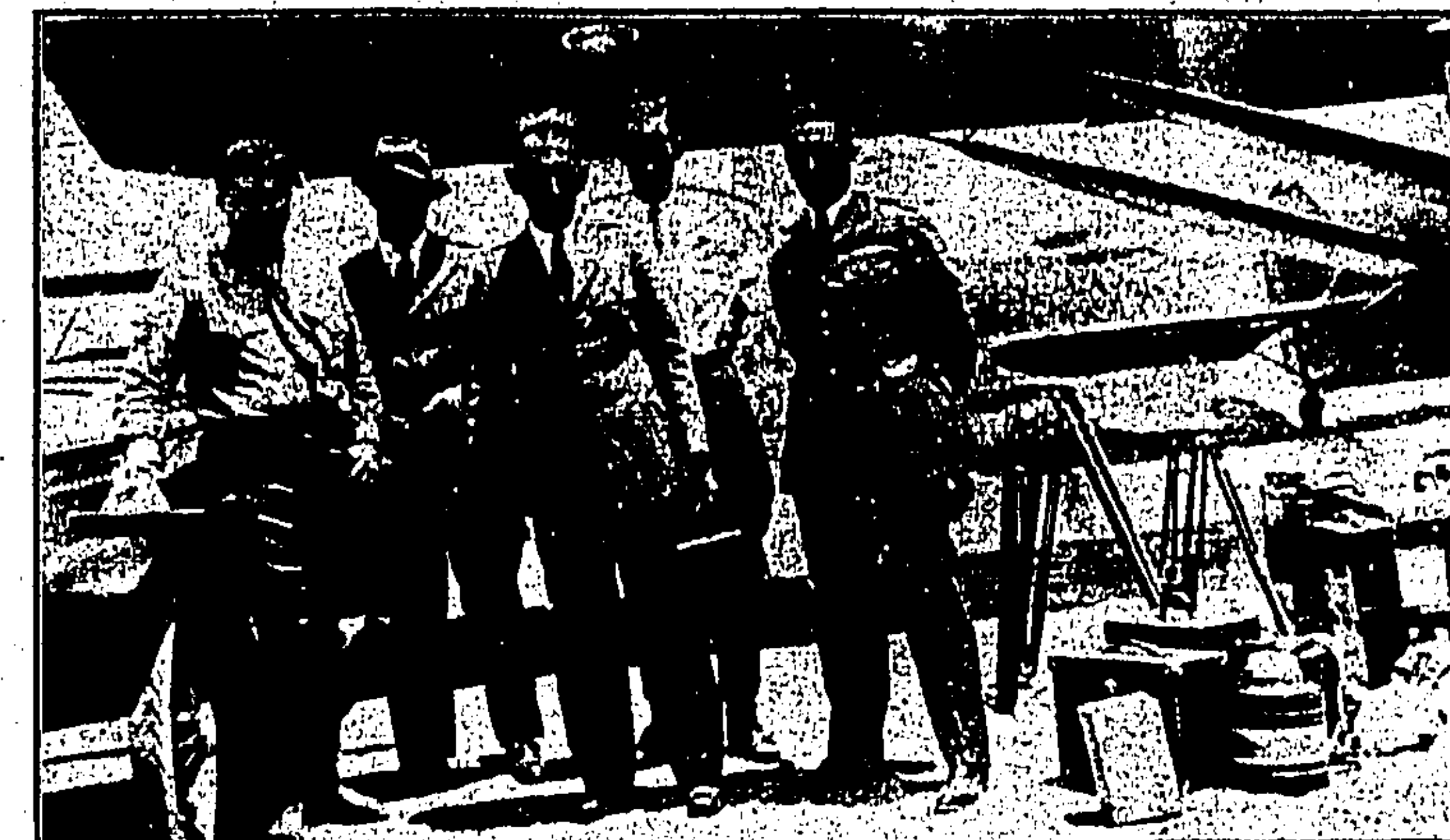
China Building.



L. D. SKINNER relieves the Kowloon line with a good kick to touch during the match between the Kowloon Rugby Club and the Borderers. D. Black, who played a great game at centre three-quarter, is seen in the foreground.—(Ying-Ming Studio.)



THE BELLANCA PLANE "Washington" in which the members of the Shippe-Johnson Expedition recently discovered a "Great Wall" in Peru, a report appears elsewhere in this issue. The plane is shown receiving a supply of Mobiloil.



THE MEMBERS of the Shippe-Johnson Expedition—Messrs. Shippe, Hay, Johnson, Van Keuren, and Major J. L. Raguz, assigned by the Peruvian Government for special survey work.



MOUNT LAVINIA, the popular bathing rendezvous, which is situated four miles from Colombo. Many, travelling out to the Far East, have visited this beautiful spot during their short stay in that port.

(At right)—A FINE FILM—Snap from "Women of All Nations," commencing at the King's Theatre.



(At right)—A T. KING'S THEATRE TO-DAY—Scene from "Women of All Nations."

WHEN APPETITES FEEL THE HEAT

Appetites jaded by weeks and weeks of hot, clammy weather quickly revive again when Wall's Sausages appear on the menu. These savoury delicacies are the result of a recipe famous 150 years ago—a recipe which calls for prime juicy meat and piquant spices.

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"I always had got pains in my arms and legs, and I suffered from severe nervous headaches, but I do not have them now, thanks to Phosferine. At first I thought I should never be well again, but when I heard that my brother was taking Phosferine I thought I would try it, and in the first two or three days I began to feel better, and I sleep better, which is a blessing at my age, as I am 71 and people say I am a wonder for my age. I am still healthy and well, and am able to carry out my household duties, and in addition I have also been nursing and looking after an old gentleman, besides shopping which means a mile and a half of walking daily—I could not have done it without the help of Phosferine, as the Influenza left me feeling very weak and broken in health. I find so many people, when they get on in years, think nothing will do them good, but I say to them 'do not think that, take Phosferine, and what it has done for me it can do for you.' I advise others to take Phosferine and guard against nerve pains and Influenza, etc., and anyone who has suffered that way should take it to build themselves up again." Mrs. Miller, 150, Southwood Rd., Ramsgate, England.

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HONG KONG AND THE NEW TERRITORIES.—No. 33.

Be Not Dogmatic!

The folly of being dogmatic in matters biological was brought home to me with severe emphasis this morning. In these columns, a little more than a year ago, I wrote of the bamboo snake that it was "never more than 18 inches long"; during the following months I acquired wisdom and so last month in a reference to this same species of snake wrote that it "rarely exceeds two feet." This morning there was brought to me a recently killed specimen measuring exactly 3 feet. It was certainly *Trimeresurus gramineus*, though I had never heard of one attaining such a size. I looked up the one reference I have which give the dimensions of this species and found that this specimen was 5 inches longer than the largest recorded. (I have since found a reference giving 37 inches as the maximum length of this species). On dissection it proved to be a mature female—the female of this species grows to a length about one-third greater than the male so the sex was not surprising. Its head was badly crushed, but on one side I found three large poison fangs, one or two are more frequent. Although killed 3½ hours before, when I examined it the heart was still beating steadily. Death in amphibians and reptiles is not easily attained, and, although the nervous system can easily be killed, the body may remain alive for hours after the brain has ceased its activities.

Centipedes.

Two centipedes were sent me recently. One had been killed on the previous day, so this I dropped in alcohol. It immediately wriggled two or three times and then kept quiet. There was no questioning the fact that the creature was dead, i.e., its nervous system, but some of its muscles must have been still alive and contact with the stimulating alcohol had inspired a last kick. The other centipede is alive, but is unusually sluggish. One which I had several months ago consumed two cockroaches at a single meal, but this one shows no sign of hunger and completely ignores the living luscious insect with which I have provided it. This centipede is a species of *Scutiger* and grows to a length of nearly one foot, though one rarely meets with one

more than nine inches in length in Hong Kong. The head is armed with a pair of powerful poison claws with which the animal kills its prey. There is another genus of centipede called *Scutigera*, which has very long legs and is active in its movements. This genus is quite harmless, though the Cantonese say it is extremely poisonous, and as it lives on mosquitoes (according to Sowerby) its presence in a house should be encouraged. If, however, you see one in your drawing room and don't like the look of the fellow pick it up carefully, so as not to injure the legs, put it in a cigarette tin, and send it to me!

Lycoris. There are about a dozen particularly pleasing flowers which grow wild in Hong Kong. I have already referred to the beautiful white lily, to the local iris, to the Nun, Susan, and Bamboo orchids, to *Platyglossa* the Hong Kong hairbell, and to others. One, which has not yet been mentioned and which is in flower now, is *Lycoris aurea*. This is not a lily but is a representative of the *AMARYLLIDACEAE*, which includes in addition the *Narcissus*, *Crinum*, *Hippeastrum*, *Zephyranthes*, etc. Six orange flowers are borne at the end of a long fleshy stalk. The plant is now in flower on Cape J'Aguilar and in certain other localities which need not be named. The flower is familiar to everybody for great masses may be seen on the flower stalls and it was one of the most conspicuous of the flowers at the recent Harvest Festival decorations in St. John's Cathedral.

10.10.31.

Strychnine. In the local Press recently have appeared references to the use of the berries of *Strychnos* for poisoning wild fowl in the Yangtze Estuary. *Strychnine* is prepared from the seed, one or more of which are contained in a berry. of *Strychnos nux-vomica*, a native of India and Ceylon. A foxifer of South America is the source of the famous woural or curare poison, which is used by the South American Indians as an arrow poison. Two species of *Strychnos* grow locally; both have very small white flowers, one with four petals is *S. paniculata* and the other with five is *S. angustifolia*. One of my collectors brought me the fruits of this latter species recently; they are borne in clusters of 2-5 and

look like small oranges; they vary from ½ inch to 1½ inches in diameter. The plant, which is a woody climber, belongs to the family *LOGANIACEAE* and has three characters which in themselves are not specific but, along with the small flowers and orange fruits, make identification fairly easy. The leaves are borne in opposite pairs and each has three well defined veins. The plant climbs by means of curious hook tendrils which are modified axillary shoots. If the hook catches on a support it twines round it and thickens considerably. The fruits are exceedingly poisonous.

The Ruddy Turtle Dove.

Yesterday a specimen of the ruddy turtle dove (*Oenopopelia trunquarica humilis*) was sent to us for identification. This small dove is an uncommon winter visitor to the coasts of Kiangtung. It is easily recognised because its back and wings are a nearly uniform vinaceous red; about nine inches long. This dove was not mentioned in the last number of the Hong Kong Naturalist, so deserves a note here. At this season of the year when sportsmen venture out for snipe and other game it occasionally happens that an uncommon bird is shot, possibly by mistake. While not wishing to encourage the indiscriminate shooting of rare game birds, yet, if an unusual bird is added to the bag we should appreciate it if it could be sent to the University for identification and that its skin may be kept for reference. In the past such birds as the Oriental Turtle Dove and the Jacana or Lily-trotter have been sent us in this manner.

The Cobra's Spectacle.

A living young cobra was recently received from Stonecutters Island. This specimen is of special interest because in its colouration it gives a clue as to the origin of the famous "spectacle" on the hood. As is well known, the cobra possesses unusually long ribs attached to the vertebrae behind the head; when the cobra is annoyed these ribs are held out at right angles to the backbone and thus the hood is elevated. This young cobra, like other young South Chinese cobras, is brown in colour with well defined pale transverse bars and a thin irregular reticulated network of pale lines. These transverse bands are not simple pale bands but possess one or more small brown islands. This appearance is very similar to that of the band at the back of the neck when the hood is not expanded. Obviously the spectacle, which varies considerably in pattern from snake to snake, has been derived from the most anterior of these transverse body bands.

Acknowledgments.

May I in these columns thank all those who have recently sent me specimens of snakes, centipedes, fishes, birds, and plants.

DEBATERS' TOUR.

"Foreign Indictment of American Culture."

ROTARY CLUB GUESTS.

The University of Oregon Pacific Basin Goodwill Team, consisting of Messrs. Robert T. Miller (21), Roger Alton Pfaff (24), and David G. Wilson (21), after passing through Hong Kong for short stays twice earlier in the month, once en route to Canton and once on the way to Manila, returned to the Colony from the Philippines on Thursday for a week of activity here.

Leaving Portland, Oregon, on June 1 on a 35,000 miles circuit of the Pacific Basin, the Oregon students have thus far visited New Zealand, Australia, India, and the Straits Settlements. Before returning to their studies at Eugene, Oregon, in January, they will complete their itinerary through Shanghai, Tientsin, Peking, Kobe, Tokyo, and Honolulu.

Debating, lecturing and addressing Clubs and Societies are the chief activities of the trio. So far on their trip they have had 75 speaking engagements, of which 25 have been debates with University and Debating Society teams.

On Friday evening Mr. Pfaff addressed members of the Hong Kong University Law and Commerce Society on "Modern Trends in American Legal and Commercial Education."

Affirming that "The Foreign Indictment of American Culture is Unjustified," the Oregon team will clash in debate with Mr. T. S. Price, B.Sc., and Mr. C. E. Moore, B.Sc., who will represent the Y.M.C.A. Literary and Debating Society. The debate will be open to the public and ladies are welcome to attend the meeting, which will be held in the Y.M.C.A., Salisbury Road.

On Tuesday the team will be tiffin guests of the Rotary Club. Mr. Pfaff will speak on "America in the New Age."

On Tuesday evening there will be an illustrated lecture open to the public in the Kowloon Union Church, when 125 coloured slides will accompany Mr. Pfaff's lecture on "The Love of the Oregon Country."

On Wednesday the Oregonians will sail by the *Chichibu Maru* for Shanghai.

The Pacific Basin tour is the second project of its kind to be sponsored by the University of Oregon. In 1928 a three-man team visited Hong Kong during the course of a round-the-world debating tour and met a Y.M.C.A. team here in a debate on the success of democracy as a system of Government.

While in Manila the Pacific Basin team defeated the University of the Philippines in a debate on "Resolved: That Imperialism is a benefit," Oregon affirmative.

The Hong Kong Rotary Club will be the seventh Rotary Club that the Oregon students have addressed during the course of their tour, others being at Portland, Ore., Sydney, Brisbane, Colombo, Calcutta, and Manila.

EXCEPTIONAL BUILDINGS REGULATIONS.

Reinforced Concrete.

The following regulations have been made by the Governor in Council:—

1. The Reinforced Concrete Regulations made by the London County Council under the provisions of section 23 of the London County Council (General Powers) Act, 1909, on the 6th day of July, 1915, shall be deemed to be in force in every part of the Colony to which Part III of the Public Health and Buildings Ordinance, 1903, for the time being and from time to time applies, subject to the applicability of such Regulations, and with such modifications as the provisions of the said Ordinance and the circumstances may require or render necessary, and with any modification specially allowed by the Building Authority in any particular case.

2. Every plan hereafter submitted of a building to be constructed wholly or partly of reinforced concrete shall be accompanied by proper and complete calculations relevant to such reinforced concrete, to the satisfaction of the Building Authority, and by a certificate, signed by an authorised architect, in the form in the Schedule to these regulations.

3. Effective supervision shall be exercised in and throughout the construction of every building referred to in regulation 2 of these regulations; and upon the completion of such construction, and in the case of a new building before the grant of the prescribed permit to occupy the building, a certificate that such supervision has been exercised, signed by an authorised

EASTERN PORTS.

Details of Epidemic Diseases.

The health bulletin of Eastern ports for the week ended October 17, issued by the Director of Medical and Sanitary Services, gives the following cases:—

Cholera.
Basrah: 32 cases, 23 deaths.
Greater Shanghai: 12 cases, 3 deaths.
Shanghai: 17 cases.
Small-pox.
Pondicherry: 1 case, 1 death.

COLONY'S FINANCES.

The financial statement for the month of July, 1931, is as under:

Balance of assets and liabilities on June 30, 1931	\$10,563,014.88
Revenue from July 1 to 31, 1931	3,255,771.19
	\$13,820,786.07
Expenditure from July 1 to 31, 1931	2,999,887.79
Balance	\$10,821,898.28

architect, shall be furnished by him to the Building Authority. 4. These regulations shall come into operation on the first day of January, 1932.

WOMAN --

HER MARRIED LIFE.

By Mayfair.



WOMAN'S first home was in the Garden of Eden. There man first married woman. Man was placed in a profound sleep, a rib was taken from his side, a woman created from it, and she became his wife. Evil-minded persons constantly tell us that thus man's sleep became his last repose, but if woman be given at times to that contrariety of thought and perversity of mind which sometimes passes our understanding, it must be recollected in her favour that she was created out of the crookedest part of man.

The Darwinians have a different theory regarding creation. They go back to the time when we were all monkeys. They insist that man was originally created with a kind of Darwinian tail, and that in the process of evolution this caudal appendage was removed and created into woman. This might better account for these "Caudal" lectures which woman is in the habit of delivering, and some colour is given to this theory from the fact that husbands, even down to the present day, seem to inherit a general disposition to leave their wives behind.

The first woman, finding no other man in that Garden except her own husband, took to flirting with the "Devil." The race might have been saved much tribulation if Eden had been located in some calm and tranquil land—like Scotland. There would at least have been no snakes there to get into the garden.

Now, woman in her thirst after knowledge, showed her true female inquisitiveness in her cross-examination of the serpent, and, in commemoration of that circumstance, the serpent seems to have been curled up and used in nearly all languages as a sign of

interrogation. Soon the domestic troubles of our first parents began. The first woman's favourite son was killed with a club, and married woman even to this day seems to have an instinctive horror of clubs. The first woman learned that it was Cain that raised a club. The modern woman has learned it is a club that raises Cain, and yet the club man is not happy. As the ages roll on, woman has materially elevated herself in the scale of being. Now she stops at nothing. She soars. She demands the co-education of the sexes. She thinks nothing of delving into the most abstruse problems of the higher branches of analytical science. She can cipher out the exact hour of the night when her husband ought to be home, either according to the old or the recently adopted method of calculating time.

Woman now revels even in the more complicated problems of mathematical astronomy. Give a woman ten minutes, and she will describe a heliocentric parallax of the heavens. Give her twenty minutes, and she will find astronomically the longitude of a place by means of lunar culminations. Give that same woman an hour and a half with the present fashions, and she cannot find the pocket in her dress.

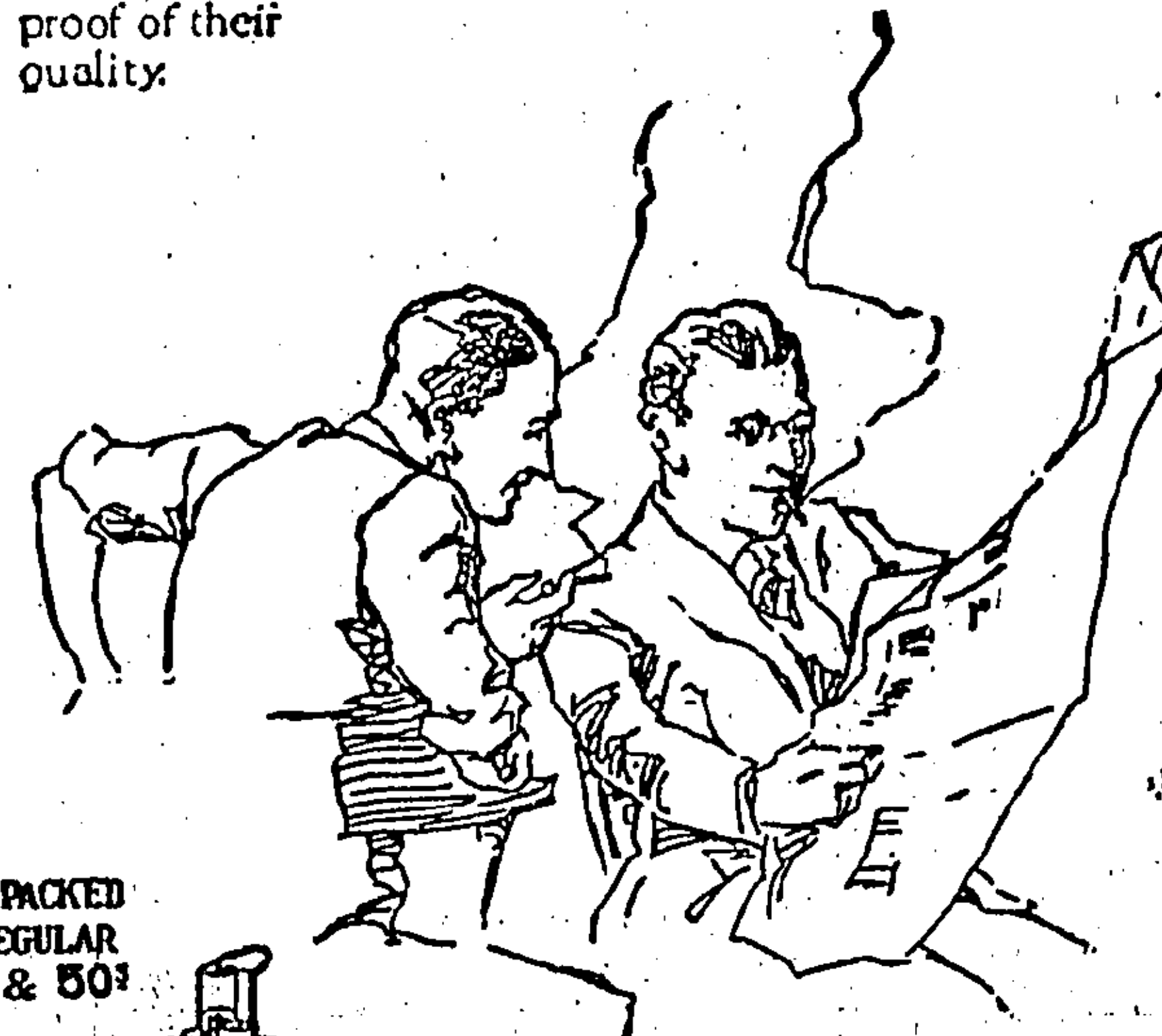
Yet man's admiration for woman never flags. He will give her half his fortune, he will give her his whole heart, he seems always willing to give her everything that he possesses, except his seat in a public bus.

The average man in his life time marries several times, but he generally takes the precaution to take his wives in their proper order of legal succession. The difference

between the average man and that of the Mormons is that in the former he drives his team of wives tandem, while the Mormon insists upon driving his abreast. With reference to the Mormons and that sad land of Utah, a single death may make a dozen widows.

WHEN YOU READ

that Three Castles cigarettes were first manufactured "FIFTY YEARS AGO" you will agree that, this fact alone is proof of their quality.



ALSO PACKED IN REGULAR 10'S & 50'S

Three Castles
CIGARETTES

W. D. & H. O. WILLS BRISTOL & LONDON

TOASTS WITH THE ATLANTIC.

Captain Latta and New Empress.

After the King had been honoured at Olympia by the guests at the luncheon given in connection with the Shipping, Engineering, and Machinery Exhibition, the Toastmaster called for silence, and Lord Wemyss, taking up a receiver, said to a microphone, "Hallo, who is speaking?" "Captain Latta speaking from the Empress of Britain on the Atlantic, approaching England, and now about 700 miles west of the Scilly Isles." Then followed a cheerful conversation in which Captain Latta expressed his pleasure that his ship, in his opinion the finest thing British shipbuilding has so far turned out, was represented at the exhibition in this modern way. The exports would have to work very hard, he said, if they wanted to produce anything better than the Empress. It is to be hoped that the Captain and his companions on the blue water heard the jolly laughter with which his unseen audience greeted his response to the Admiral's hope that he and his officers would come and see the exhibition if they had time. "Thank you very much," said a hearty voice, "but we are Internationalen Sleepdienst, Rotterdam running backwards and forwards across the Atlantic, and we have no time to play."

Sir Austen Chamberlain, the First Lord of the Admiralty, then joined in this magical conversation with an appreciative greeting. "That is very nice," said the gratified voice, "we appreciate it very much."

The Toastmaster's hammer called for silence at a later stage for another ship-to-Olympia talk. This time it was Captain Bulman, of the *Homer*, who spoke. He said the *Homer*, acting as the official ship of the Royal Aero Club during the Schneider Trophy contest, would be anchored in the Solent with 2,000 spectators during the event. He found time to talk of his splendid ship and to claim that sea travel nowadays was the safest and pleasantest of all forms of transportation—a remark tantalising those who love the sea.

OFFICER DROWNED.

Jury Condemns Action of Barge Captain.

Strong condemnation of the action of the captain of the motor-barge *Flagon* in not going to the assistance of two young officers who were standing up to their waists in water after their dinghy had overturned on a mudbank was expressed by the jury at a Rochester inquest.

The inquest was on Christopher Herbert Minton-Senhouse (19), an officer of the R.E., and in returning a verdict of accidental death the jury found that according to the evidence the action of the barge was "wholly against the spirit of British seamen."

Second Lieutenant Peter Neil Martin Moore described how, with Minton-Senhouse, he went out in a sailing dinghy, which struck a mudbank and overturned. Falling to attract the attention of the *Flagon*, they decided to swim for shore. When Lieutenant Moore reached the shore Minton-Senhouse had disappeared.

Ambrose Letley, a fisherman, told the coroner that the mate of the barge subsequently shouted to him that two men were in the water, but that the barge could not get to them. He understood that there was a small boat on the barge.

BATTLESHIP AS TARGET.

Controlled By Wireless For Fort's Gunfire.

Holiday-makers at Plymouth saw the old battleship *Centurion* being shelled by the big guns in the forts which guard the sea entrance to Plymouth Sound and Devonport Dockyard.

There were no casualties, however, for the battleship was without a crew, her movements being controlled by wireless from the attendant destroyer, *Shikari*.

Operators in the wireless room of *Shikari* were able to make the battleship move in all directions at varying speeds and so provide a target which would give a practical test to the guns and gunners of the forts.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate: 50 cts. for 40 words for one insertion. Bring yours in to 8A Wyndham Street or Phone 24641.

FLOATING DOCK FOR WELLINGTON.

Dutch Tug in Colombo Harbour.

The Dutch tug *Witteze*, one of two tugs which are towing the floating dock for the Wellington Harbour Trust, New Zealand, from Newcastle-on-Tyne, arrived in Colombo harbour on September 26. The dock is lying about 100 miles away from Colombo, off the coast of Dondra, and is attached to the tug *Zuinarthe Zee*, while the *Witteze* came into Colombo to refuel and get provisions.

The dock which was built by Messrs. Swan and Hunter, of England, left Newcastle on July 15, was represented at the exhibition 1931, and expects to reach Wellington by Christmas time. The said dock, it is being towed in its entirety, unlike the one that was taken to Singapore about three years ago in four sections.

The *Zuinarthe Zee*, 1,800 horse power tug manned by a crew of 18, and the *Witteze*, 1,500 horse power, manned by a crew of 15, belong to the firm of Messrs. Smith and Co., Internationalen Sleepdienst, Rotterdam.

Bad weather in Bay of Biscay. Capt. B. C. Weltevrede, the skipper of the *Witteze*, said that they had quite a pleasant voyage throughout, excepting for a bit of bad weather they encountered while in the Bay of Biscay, when, he said, the dock's action was like that of a sea gull. The *Witteze* was one of the tugs that towed the floating dock for Singapore about three years ago, so that this is not the first trip of the tug to the East.

On their return journey, the tugs will not touch Colombo, but will proceed, one rounding Ceylon to the North and the other on the South, and eventually reach Port Said, whence they will continue their voyage together.

SCOUTS' BRAVERY AWARDED.

Patrol Leader Edward Hamelberg and Scout Margal of the St. Edward's Secondary School Troop, Freetown, Sierra Leone, have been awarded by Lord Baden-Powell, the Chief Scout, for their exceptional heroism in rescuing fellow Scouts from drowning in the face of great danger. Hamelberg is to receive the Boy Scouts' bronze cross (the highest award for gallantry), and Margal the gilt cross.

One Sunday in August they were bathing with their Principal, the Rev. Father C. Mulcahy, and other members of their school troop at Lumley Beach in a place which Father Mulcahy had found safe for bathing for the last ten years.

Suddenly the twelve who were standing furthest out were swept off their feet by a great rush of water which was followed by a terrible backwash. Father Mulcahy shouted to the boys to swim quietly for the shore and wait for the next breaker to carry them in. But no breaker came and the pull was so great that they had all they could do to prevent being swept out to sea.

After five minutes struggle when he was never more than two yards from a footing Father Mulcahy was so exhausted that he decided to float and let himself be carried out when Hamelberg came to his assistance and enabled him to get ashore.

They then found Margal holding up two worn-out boys and preventing them from being taken out to sea. They reached them successfully and got them all ashore.

In the struggle against the backwash one of the boys, Samuels, lost his sense of direction and swam out. Scout Stottler, who had brought one boy ashore, swam after him and caught him up 20 yards out. In trying to get back both sank. Hamelberg had followed Stottler out but they sank before he could reach them. He dived in search of them and in a few minutes he brought Samuels up.

All the way back they kept on being overwhelmed by huge breakers, but after every one Hamelberg came up with Samuels in tow, although only 15½ years of age. When they were ten yards from the shore the undertow was so great that he could make no progress at all. Although he was exhausted after his own efforts Margal swam out and gave him a hand.

In his account of the incident Father Mulcahy says, "No one who has not felt the force of that current and seen the huge waves that succeeded it can realise in what danger Hamelberg was going to the rescue of Samuels."

While all this was going on a crowd of men stood fifteen yards away watching a football match and not one made a move to help.

GOLF.

Starting Times for To-day.

The Secretary of the Royal Hong Kong Golf Club supplies the following list of starting times for Fanning to-day:—

9.20 a.m.—G. Castle v. J. MacKnight.
9.24 a.m.—A. G. Coppin v. F. M. Ellis.
9.28 a.m.—H. J. Armstrong v. J. W. Alabaster.
9.32 a.m.—P. S. Grant v. J. B. Lanyon.
9.36 a.m.—R. L. Stewart v. D. Pike.
9.40 a.m.—T. R. Chassels v. D. J. Gilmore.
9.44 a.m.—J. S. Lee v. F. Black.
9.48 a.m.—J. R. Swales v. R. N. Drake.
9.52 a.m.—G. F. Hole v. G. W. Sewell.
9.56 a.m.—B. McK. Thompson v. G. H. Wilson.
10.00 a.m.—N. S. Ellis v. T. Lindars.
10.04 a.m.—J. H. Anderson v. D. G. Bruce.
10.08 a.m.—V. R. Gordon v. J. R. Collis.
10.12 a.m.—I. D. Lenox v. S. A. Sleep.
10.16 a.m.—G. B. Terdre v. W. H. B. Riggs.
10.20 a.m.—N. K. Littlejohn v. J. S. Dykes.
10.24 a.m.—P. Allison v. D. F. C. Cleland.
10.28 a.m.—W. D. Harris v. W. C. Hiale.
10.32 a.m.—H. U. Ireland v. J. R. Masson.
10.36 a.m.—P. P. J. Wodehouse v. J. S. MacLaren.
10.40 a.m.—E. J. Munro v. R. C. Law.
10.44 a.m.—C. W. F. Booker v. L. H. Ruffin.
10.48 a.m.—W. E. Vallance v. A. E. Lissaman.
10.52 a.m.—W. A. Stewart v. J. G. Campbell.
10.56 a.m.—O. Eager v. A. D. Humphreys.
11.00 a.m.—H. P. Bailey v. H. Lowe.
11.04 a.m.—I. H. Geare v. D. Forbes.
11.08 a.m.—A. Reid v. R. K. Hopburn.
11.12 a.m.—A. O. Brawn v. H. F. Sommers.
11.16 a.m.—S. Langston v. G. G. Johnstone.
11.20 a.m.—A. B. Purves v. A. Leach.
11.24 a.m.—C. B. Robertson v. D. S. Edward.
11.28 a.m.—F. S. Cable v. C. H. Bradley.
11.32 a.m.—A. G. Langston v. J. P. Sherry.
11.36 a.m.—A. J. R. Wolff v. G. T. May.
11.40 a.m.—V. T. Marshall v. C. Mycock.
11.44 a.m.—C. B. Johnson v. A. B. Raworth.
11.48 a.m.—W. Wright v. A. C. I. Bowker.
11.52 a.m.—G. B. S. Thomson v. S. T. Butlin.
11.56 a.m.—G. W. Reeve v. G. R. Thomerson.

KOWLOON GOLF CLUB.

Qualifying Round for Club Championship.

8.30 a.m.—G. H. Russell v. A. W. da Rosa.
8.35 a.m.—F. E. Remedios v. A. Loughton.
8.40 a.m.—H. H. Mundy v. G. E. L. Johnson.

8.45 a.m.—H. T. Buxton v. J. D. Thomson.
8.50 a.m.—P. W. T. Planner v. A. A. Lopes.
8.55 a.m.—J. McKelvie v. J. Gellatly.
9 a.m.—G. D. Reid v. H. Overy.
9.05 a.m.—W. M. Groves v. W. Taylor.
9.10 a.m.—E. da Rosa v. H. S. Dinadale.
9.15 a.m.—D. C. Wilson v. A. Tate.
9.20 a.m.—Dr. Cogan v. R. W. Saped.
9.25 a.m.—J. Pooler v. J. J. Cameron.
9.30 a.m.—J. J. King v. W. L. Plew.
9.35 a.m.—A. T. Braley v. J. M. Purves.
9.40 a.m.—A. Dand v. W. Hyde.
9.45 a.m.—T. J. Price v. T. Trice.

CRICKET.

(Continued from Page 5.)

Bowling:—Hunter 9-2-20-3; Baker 7.4-1-20-4; F. Minty 6-2-20-4; T. Hemmley 2-0-10-0; F. Booker 3-0-9-0.
Police:—T. Hunter, 6 S. Ismail, b A. R. Abbas, 8; W. Meadows, b A. K. Ismail, 10; T. Loughlin, c A. K. Ismail, b A. R. Abbas, 35; J. Carey, c A. Rahmin, b A. K. Ismail, 3; A. Kirby, run out, 0; L. J. Wagland, l.b.w., b Baram, 8; E. Post, b M. R. Abbas, 0; F. E. Booker, c A. R. Abbas, b A. K. Ismail, 20; J. Minty, c A. Rahmin, b A. R. Abbas, 8; T. Hemmley, not out, 0; B. G. Baker, c M. P. Madar, 8; H. Baldwin, b Madar, 0. Extras (LB2), 2. Total, 102. The fall of wickets:—1 for 13; 2 for 19; 3 for 23; 4 for 23; 5 for 37; 6 for 37; 7 for 60; 8 for 85; 9 for 97; 10 for 102; 11 for 102.
Bowling:—M. R. Abbas 11-3-37-1; A. R. Abbas 12-5-10-3; A. K. Ismail 7-4-20-4; M. P. Madar 6-1-2-0-2; H. T. Barma 3-0-15-1.

A. E. WOOD HITS UP 44.

The Civil Service C.C. second eleven, playing at home, defeated the Craigengower C.C. second eleven by 42 runs.
C.S.C.C.:—F. McGowan, b Sourbutta, 32; J. M. Wilson, c and b Sourbutta, 0; R. H. Woodman, b Sourbutta, 0; A. E. Wood, c Reed, b Broadbridge, 44; B. C. K. Hawkins, b Sourbutta, 16; S. Randle, b Way, 30; H. Strange, not out, 25; R. G. Robertson, c and b Way, 4; C. Strange, c Lia, b Way, 5. Extras (B1, LB2), 3. Total, 159. The fall of wickets:—1 for 0; 2 for 0; 3 for 63; 4 for 91; 5 for 107; 6 for 131; 7 for 143; 8 for 159.
Bowling:—Sourbutta 11-2-52-4; S. Abbas 7-0-36-0; Way 9.5-1-36-3; Hunt 4-0-14-0; Broadbridge 2-0-18-1.
C.C.C.:—J. W. Leonard, c H. E. Strange, b Robertson, 12; F. Broadbridge, b McGowan, 0; W. Reed, c McGowan, b Randle, 23; F. Barry, b Robertson, 0; S. Abbas, b McGowan, 1; R. Sourbutta, c Wood, b C. Strange, 37; W. K. Way, c Wilson, b C. Strange, 14; W. R. McBride, c and b Randle, 0; G. Lia, b McGowan, 13; J. Hunt, not out, 0. Extras (B16, LB1), 17. Total, 117. A. N. Othier did not bat. The fall of wickets:—1 for 7; 2 for 27; 3 for 27; 4 for 42; 5 for 50; 6 for 65; 7 for 105; 8 for 107; 9 for 117.
Bowling:—McGowan 9-0-23-3; Hawkins 3-0-16-0; Robertson 4-1-14-2; Randle 5-1-23-2; C. Strange 5.3-0-25-2.

JACK DEMPSEY NOT PENNILESS.

"Colossal" Income Is Coming In.

GENEROSITY'S PITFALLS.

Following his win over Willard for the title in 1919, and his sensational fight with Firpo in 1923, Jack tied up no less than £180,000 in the bank in a trust fund, on which he draws every month of his life a sum of £2,000. This is not sufficient, but nevertheless he can never touch a penny of the principal, which is signed away to various beneficiaries.

"From the time he became a big money fighter to the time he retired in 1928, he piled up a fortune of a million and a half sterling. From his fight against Carpenter alone he netted £60,000, and his share of the Firpo fight receipts were £100,000.

"To-day he is refereeing all over the country, flitting from one place to another in aeroplanes in order that he can fulfil the host of demands for his presence. And he asks no ordinary fee.

"It is half the gate receipts and no less every time he officiates.

"He is earning £20,000 a year for refereeing alone, and his royalties on films and for syndicated articles in newspapers bring him in anything up to the same figure.

"His income is described as 'colossal' by his closest friends, but even so, he often wants a loan at the end of the month.

"His spirit of generosity is so great that he would laughingly part with his last dollar to a needy friend, and whatever the amount of the loan he would never think of it again.

"He regards the lending of money as one of the little privileges which his championship won for him, and isn't in the least disturbed that the majority of his borrowers will never have the money to repay him.

"But, with all his extravagance generosity, he will never want in his life. Each month his cheque for £2,000 reaches him, and then he is all right for a week or so."

"Dempsey's heart will be broken before his fortune, as he has one of the kindest natures in the world—which is peculiar, considering what he used to do against his opponents in the ring."

There's a NEW THEME for HUMOUR

by Beachcomber.

Questionnaire:
Did Mr. Stork bring you here on his wings?
Were you born in the heart of a rose?
Were you found in the gooseberry patch?
Did an angel fly with you down from the sky?
The answer in each case is, I understand, in the negative. Then where in—(that will do, please).

A CERTAIN musician is shortly visiting us with his harmonica. For those whose musical education has been sadly neglected, let me explain that the harmonica is a cross between a harmonium, a harpsichord, a clavichord and a tambourine. An event calculated to cause a far greater uproar, however, is the appearance here shortly of the famous maestro, Miklovich, who plays single handed the mouth organ, triangle and tom-tom, all *ex tempore*. Miklovich has played with all the leading orchestras of London, Tilbury and Southend and the marvel is that he still lives. He studied in Moribundia under the great Esprit di Corps himself, and is a member of the Boys' Brigade. Wet a scream you are, Sid!

What is life but a weary round of pleasure for the fortunate Kowloonite? Arising with alacrity, he hails the dawn with glee, inhaling the sweet soot-laden air with unconcealed gratitude. His simple breakfast is accompanied by the cheery buzz of mosquitoes and sundry native noises from the simple cooie. Drawn by swift footed runner, he makes his way in palatial rikshas through tree lined avenues, to the water's edge where, stepping into gondolas, the cool breezes of the harbour and the slap slap of the water lull him to sleep. When he emerges from his stupor, he calls it another day, and once more makes his weary way homeward, with a smile on his lips. Home and the children then claim him until nightfall, when after a last romp and a final pipe he goes the round of the house, and makes all fast for the night. Oh, yeah?

A correspondent asks if I can supply him with a few tips for the speedy accumulation of commercial French as he is spik on Francisee. Sure. He will say after me, "Don't say mya one bayzay" which, being translated, is "Can you tell me the correct or proper time of the day by your magnificent wrist watch?"

Next, "Amour, bebe, toujours l'amour" meaning, as every one is aware, "It is a far, far better thing for me to do than anyone else." So, Come back in a week's time and we'll then decide if an operation is necessary.

The Association for the Restoration of Worthless Old Customs invites enrolment from members of the public who believe in themselves. For its aims, this great and glorious movement has the suppression of everyone who makes more than I do, and does not think this column great stuff. The subscription is high, but the distinction higher, and all monies received will be used for the alleviation of Hard Cases. Just here should be a reference to Mal y droit, or Verp. Sap, or something of the kind, but I am not very sure of my authority and must, with regret, leave it out.

Famous sayings:
Two Gregorians may enchant one another with the puerility of their shallow shibboleths, but who shall point the finger?
Baron Knott Eigh.

Letters from a father to his son. No. 1. Greetings, O son. Your missive reaches me per courtesy of the Postal Service. Wherefore dost thou ask for money, and more money? Knowest thou not that only last week I am busted, in fact broke to the wide? Fie, and forsooth. Eschew false standards and evil companions. Perchance, by next term, the dollar will have risen per se, and thy old father shall avail himself of sudden wealth to go off the deep end. Study diligently or else, by heck, if I do not receive better tidings of thy progress than the last report indicates, there shall be grievous trouble, and much nailing and washing of teeth.

A la Bret Harlo. "There was a fearful scream. Fearful scream. Awful. From the house with the closed shutters. Mysterious. Very. Then, suddenly, appeared a green light in an upper window. Moving, slowly. Upstairs. What could be the answer to this riddle? This problem? Who could say? I? Not at all. You? Certainly not. THEN WHO? But stop. Why stop? Because I cannot continue. Why not? Because my brain refuses to function. The terror of the night has me in its grip and plunges and roar though I may, I cannot escape it. Very well, in that case we must leave you to finish the story in your own way.



PRESENTS

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Mr. Lang Shu-kai, the famous Chinese versatile actor, performs to-day at the Lee Theatre, Hong Kong.

THE HAWK OF COMO

by
JOHN OXENHAM.

Author of
Barba of Grand Bayon,
the Hidden Years,
My Lady of the Moor,
etc., etc.

[Copyright.]

GIAN GIACOMO is in love with DOMENICA, who is to be given in marriage to an influential Count. Together with GOLIATH, an old soldier who is Gian's companion in exile, he plans to attack Lecce in an endeavour to win it back from the French who are occupying the north of Italy.

CHAPTER VIII.

Six weeks passed and brought no news of the adventurers. But Gian wanted no time in fruitless anxiety on their account. And in any case he had no time to waste. Every moment was given to preparations for the greater venture that was to follow.

Then, late one night, close on two months from the day he set out, Goliath walked quietly in upon him, as they sat at supper in the borrowed boat at Calvisina, on the opposite shore, without asking the owner's permission.

"Ecco!" cried Gian, jumping up. "Talk of the—Goliath! and here he is! But it's not for want of talking about you that you're not come sooner, my Gian. . . . Now you're hungry."

"And more especially, thirsty," said Goliath. "The wine across there is too sweet for my taste. Ah-h! with a sigh of enjoyment. 'That's better. Now, by your leave, I'll eat and we'll talk afterwards.'"

When at last he was comfortably reprovoked he gave the most scrupulous of his news, but kept the most important for his sole hearing.

Out in the borrowed boat, on the midnight blackness of the Lake, he whispered it cautiously into his eager ear.

"I've got one hundred and twenty, and every one a man—"

"Where?"

"Up in the hills between Piana and Boletta—you remember. We've got a certain quantity of arms. About forty of them can you spare. The rest are swords and pikes. I've drilled them it up while I'm away. . . . Bantam, great thing we've decided, my Gian, is that it's to be Como. 'Can we, Goliath?'"

"We can do it. If it's an absolute surprise. You and your captain on the Lake front. Then, as soon as we hear you work, we come in on that rear—without any shouting, mind you—as quiet as death, simply cutting them down before they know anything about it. . . . Yes, my Bantam, we can do it all right, and that's the end of a profitable job. But every-thing depends on keeping it as dark as the Lake here. . . . Then, as soon as they've hit back at us we'll take the Lake and own all this end of the Lake. . . . except Mussa," said Gian confidently.

"Then we'll take Mussa, as soon as we're ready for it. And then we hold the whole Lake."

"We'll do it, Goliath. Now—when?"

"I'll take one day here to see all you've been doing. I'll get back to you tomorrow night. I'll need one clear day across there. As soon as it's dark that day you bring me all the arms you can spare—nearly all the arms and powder for forty men if you find manage that—Nesso, and you'll find me waiting for you. Does Goliath understand your new arquebuses?"

"He knows all about it. To the arm-ment have been accused in the arquebuses they'll see its advantages in a moment. . . . And when do we go for the big thing?"

midnight. If you're too early lie off round the point. Muffle every oar, and tell every man that if he opens his mouth or makes a sound till the time comes, he dies. At one hour after midnight row quietly in and seize away at the town, and keep at it as hard as you can. You'll soon hear from us. Is that all clear?"

"Perfectly! We're going to pull it off, Goliath. I can feel it in my bones."

"One other thing—in the dark it will not be easy to see who's who. Let all your men wear a strip of white round the left arm. Mine will do the same, then we won't be killed one another by mistake."

He pulled in again, joined his waiting men, and Gian set off through the darkness to find his way home.

On the seventh night after he parted from Goliath at Nesso, Gian's flotilla crept noiselessly down the Lake towards Como.

When he judged the time fully ripe, he gave the word and Giuseppe's boat passed on, and so all down the lake. And their hearts beat fast as they rounded the Point and a light here and there showed them the size of their mark.

They spread out and crept in. Closer and closer, till with a word Gian gave the first shot into Como, and the two men alongside him set instantly to wipe out and reload the gun.

All along the line, the venomous tongues of flame burst out, and the sounds of rattle back from Brunate and Uccolino, and the sleeping folk in Cernobbio and Vergosa and Rebbio woke up and said it was then, and turned over and over in their minds.

No word yet of Goliath; and Gian gave the word to his arquebuses, and all the line of boats blazed out with added fury.

Then the sudden yells of dismay above, and an increased confusion below, and the wild shoutings of off-icers endeavouring to control panic-stricken men, Gian knew that Goliath was at work. The noise of the fray drifted back up into the town and broke out again with a volley of arquebuse fire.

He passed the word to cease firing and row ashore, and there, leaving guard in each boat, the rest rushed over deck and wounded men towards the sounds of conflict further on in the town.

In the great Square by the Cathedral they found a curious mixed-up fight raging. With their backs to the wall of the Cathedral a band of about fifty of Goliath's men—by the white stripes on their left arms, and mostly armed with arquebuses—were doing their best to hold at bay a confused mass of Frenchmen who were attacking them furiously with swords and pikes and some arquebuses. In the rear of the Frenchmen Goliath's main force was huddled away at every man in front of them, and the ground was thick with fallen men.

As Gian and his men came up, a fresh mob of Frenchmen came rushing out from behind the Broletto to take Goliath in flank and rear. A shout from Gian, and his men poured a volley into them and then raced at them with their swords.

Bewildered by the confusion which seemed to spawn enemies on them on every side and always in their rear, panic seized the Frenchmen again. They melted away into the darkness and left that part of the town to the victors.

"Medeghino!" Gian heard Goliath's mighty voice.

"Here!" said he as he made his way towards it.

Then at a shout from Gian it ceased, and as they turned and followed the others a silence like the silence of death fell alike on Lake and land.

CHAPTER IX.

The sun was well above Grigna as the adventurers drew towards Comacina, weary to death, and some of them dead, but the living, wounded and unwounded, mightily elate with their success.

Paolo and Margherita and Clarina, and the men left to guard the island, had had an anxious night of it. They did not even know whether the expedition had been bound. They could only wonder, and hope all would go well. And they had great faith in Gian.

It was a joyful meeting, for the family ties were strong and true, and Margherita had had her special anxieties regarding Ghiberto. The wounded was little time for talk. The wounded had to be got ashore, and Paolo and the girls had their hands full at once—Paolo exuberantly eager to turn his skill to account and enlarge his experience—the girls full of pity and womanly help-lessness were fashions.

By the time they had all eaten and drunk their fill the island scene was a picture of peace and quietude. Goliath put their heads together to decide ways and means for the immediate future.

First, the twenty who had remained on guard were sent across to the mainland with orders to bring back everything except powder.

Then the question of housing their increased numbers had to be solved. The island garrison had totalled about one hundred. Goliath had started with twenty, and now he had twenty and ten were missing. So their numbers were increased by ninety fighting men in addition to the wounded.

"There is only one thing to be done, Goliath," said Gian meaningly. "He had been thinking it over as they came up the Lake. 'I know,' nodded Goliath. 'Bellagio. I know you'd want that next.' 'It's obviously the thing to do, and Bellagio's to be had for the taking, thanks to the subterranean.'"

"Como and Lecce may try a bout with you there as soon as they hear of it," said Gian grimly.

"I see," nodded Goliath. "A clean sweep and none to carry the news." "That's my intention. We shall take them unawares. We shall after midnight, I'll post Goliath and twenty men at the main entrance. No one must pass him—wherein his life was held cheaply, and of no account compared with the end to be gained."

"You'll come, Goliath?"

"Surely! I'm aching to climb that stairway."

"To-morrow night then, leaving here at midnight."

When they heard that another expedition was afoot, every man wanted to be of it.

Como had filled them with such enthusiasm for their leaders that they would have followed them anywhere. In fact, they felt themselves invincible.

At midnight the chosen fifty, in four large boats with muffled oars, crept away into the darkness and pulled straight across the Lake, and then turned northwards till the Point of Bellagio loomed against the softer darkness of the sky.

Goliath and his twenty were landed at the foot of the hill to grope their way to the main entrance of the castle, with very explicit directions as to the extinction of any who tried to escape that way. The other boats crept on round the wooded shore till Goliath, after some cautious groping, discovered his cleft in the rock.

As he alone knew the way and the secret of the sliding door, he went first and climbed step by step, the first man occupying the step as he left it, and so all down the line till Goliath brought up the rear.

Gian's heart was beating furiously as he stood at last on the top step, ready to roll back the sliding slab. He waited till a whisper passed up the line that all were ready. He sent it a hasty look, and then he moved along the order to follow instantly and set his shoulder to the panel.

It moved slowly and noiselessly, and he passed into the closet, was aware, as he brushed through, of clothing hanging there, a man's clothing, he thought, and then he was in the room and his men were crowding in after him like silent ghosts.

A startled exclamation from the bed—he remembered where it stood—A thrust with his sword, and another, and another, followed by a groan. Then the door of the inner room, which had been locked by a groan, opened. But a dozen of the silent ghosts grappled with the newcomer, and a dozen daggers ended him before he knew what had disturbed him.

Beyond these two rooms Gian knew nothing of the lie of the land. They lit a lantern with flint and steel, waited till the little room could hold no more of them, and then opened a door and passed down a flight of stone steps.

The surprise was complete. In the big guardroom twenty or more suddenly-awakened sleepers sprang up, still dazed, and sank back to wake no more. Down below, in the circular space within the walls, the watch of a dozen scores of armed men pouring out upon them from above to make at much of a resistance, or even to attempt escape, was a number of arquebuses and a fair amount of ammunition, plenty of stores, but very little money.

However, it was not plunder they had come for this time, and they had secured another hold on the Lake without any loss. All their spirits were at the highest.

"Mussa next!" said Gian exultantly, as he and Goliath and Ghiberto stood at the open window of a turret looking straight up the lake, as the Angelus came pealing over the still waters from Vergara.

"All in good time, my Bantam," laughed Goliath. "We have done more than well. Now we must consolidate the position, and when we're strong enough you shall have your Mussa."

They set their men to a thorough purging of the place from every trace of French occupation, and fixing it for their own, and then near sundown before Gian and Goliath set off for the island, leaving Ghiberto and most of their men in charge.

"One of the first things we've got to do is to block up that passage, so that no one can get in by it but we can get out by it if we want to," said Gian, as they crossed. "Iron bars, I say, as every here and there from the inside, except in some way by those in the secret of it. We'll get Giuseppe to think it out."

Altogether a cautious, cold-blooded proceeding, no doubt, but it was all in keeping with the times in which they lived, and one must take them as one finds them.

Margherita and Clarina were delighted with their change of abode, and indeed they would have been difficult to please had they not been. For the Castle of Bellagio occupied a position of unrivalled beauty.

On the crown of the thickly wooded hill which jutted out into the Lake and formed the extreme point of the Briante country, the Castle itself looked out over the tops of the highest trees, south on the one side down the would-be arm of the lake, wild and rugged and inhospitable;—on the other side, with small white villages nestling along the sides of the mountains and larger villages along the shores.

A wonderful setting for the foot of his ladder, and it was not without its effect on Gian Giacomo's character.

He had made a beginning and he day-dreamed of the end. But now there was always a black shadow across his dreaming. For he never thought of Domenica, but Astorre Visconti was there with her—Astorre and the smiling face and gallant figure, the captivating manners and shallow heart. Gian's strong white teeth

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ground savagely at thought of him and her together. And his fists would clench unseen by his side till the knuckles stood out like white bones, and the anguish of it curdled his blood and twisted him inside as with a cramp. With his whole soul and mind and body he hated the Visconti, and given the chance, he would wipe him out like a fly.

He came, by bitter steps, to realisation of the fact that Domenica might never be his—that, indeed, she might even now be Visconti's wife. It was like cold steel in his heart, but he had to bear it, and he showed no sign beyond a deepening of the sombre eagerness of his face.

[To be Continued.]



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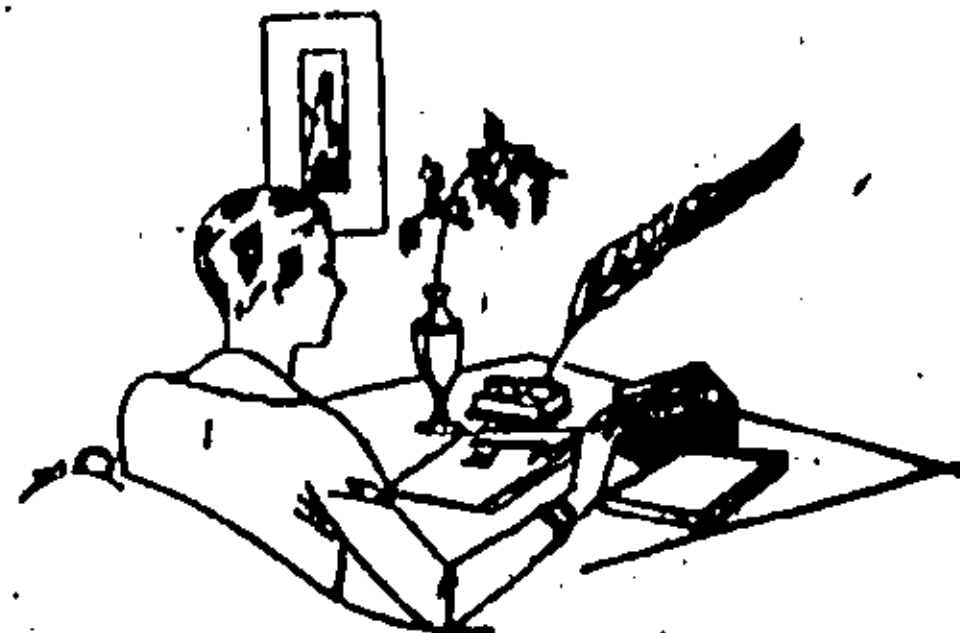
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The GLOBE TROTTER'S DIARY

Teeth Marks Clue

A strong set of teeth and the imprint of teeth marks on a hair-dresser's chair have revealed the identity of a man murdered three years ago in Berlin.

During excavation work at Conzenheim, near Mayence, workmen discovered in the ground a skeleton with bullet holes in the head. The skull had a complete set of unusually strong teeth.

During police inquiries a barber was found who remembered a former client whose fine set of teeth were an object of general admiration.

The man, who had mysteriously disappeared three years before the skeleton was found, had been in the habit of lifting the barber's chair with his teeth, and the clear imprints of a perfect set of teeth were still visible on the chair.

When the marks were compared with the dead man's teeth it was found that they fitted perfectly, and the police were enabled to establish the dead man's identity.

"Rass Prince" To Wed

Rass Prince Monolulu, the coloured tipster, who is known on every racecourse in the country as "Rass Prince," is to marry a pretty twenty-two-year-old Edmonton girl at St. Pancras register office, London.

In the register office notice Rass Prince Monolulu is described as Peter Charles McKay (formerly the husband of Rhoda Mary McKay, formerly Carlay, spinster, from whom he obtained a divorce), forty-eight years of age, of Howland Street, St. Pancras.

His bride is described as: Nellie Amelia Adkins, spinster, aged twenty-two, of Hazelbury Road, Edmonton, N.

New Commander-in-Chief of the battleship Texas, Admiral Frank Schofield became commander-in-chief of the battle force at San Pedro, California.

Admiral Chase, who relinquished the post of commander-in-chief, becomes a member of the navy general board at Washington, with the rank of rear-admiral.

The shift in commands was ceremonious, with cannon and martial music.

G.B.S. Replies - - - Shaw always wears his hat brim turned up and for a reason.

Asked by a reporter who wanted to find out what great men thought about hat brims turned down, the famous dramatist replied: "I have never given the subject very much thought. In my own case I wear my hat to match my eyebrows and moustache—turned up!"

Miss England II

Miss Kaye Don took Miss England II, which he reported to be intact except for the torn deck and stern, across the river to Windsor, Ontario, and prepared her for conveyance to Toronto. The craft was on view at the Canadian National Exhibition until she was shipped for England. She will be able to race again after a few repairs.

With his manager, Mr. W. F. Sturm, Mr. Kaye Don spent an afternoon with Mr. Henry Ford, who placed a tri-motored aeroplane at their disposal for their journey to Toronto. They sailed for England in the Majestic.

Miss Flora Hoban, daughter of Mr. W. J. Hoban, the New York banker, has announced that her marriage to Mr. Kaye Don will take place in October.

King Gate-Crashes

The solemn ceremony of laying the cornerstone of the new city hall in Oslo with the Lord Mayor, Dr. Anderson, officiating, was somewhat disturbed by the unexpected arrival of King Haakon.

The Municipal Council being controlled by a Socialist majority, all resolutions that the King be invited to attend the ceremony, had been defeated and thus the ruler was excluded from the list of the guests of honour which among others included the Russian Minister.

King Haakon, however, had made a handsome contribution towards the construction of the new city hall and considered that he had been entitled to an invitation. And so he went, arriving on foot at the scene of the ceremony.

His appearance was hailed with loud cheers by the spectators, and Dr. Anderson, acknowledging defeat, promptly stepped forward and

welcomed the distinguished though uninvited guest.

2700 Tortoise

Over a 75ft. course at Oklahoma City a classic race was won at a record speed at .07123 miles an hour.

This was the Ranch Underlung Derby for tortoises, and it was won by an outsider, a little gopher-tortoise named Peblestone. Its owner gained a prize of \$700.

Mullah Dies At 118

Reputed to be 118 years old, and the oldest resident of Malabar, Kaya Dheen Kaya, the Mullah in charge of the local Moldeonpalli Mosque, has just died.

In spite of his great age his faculties remained unimpaired, but he succumbed to heart failure while reading a religious book.

He was buried in the compound of the mosque where he had been employed for 78 years.

Women Captains

Turkish women, who once shrouded themselves in harem veils, may soon be wearing the peaked and gold-braided caps of the Merchant Service.

So many young girls have recently shown the desire to go to sea as captains and engineers that the Merchant Marine School of Stamboul has decided to open a branch to the women aspirants.

The first women students will be enrolled this year, and, if all goes well, in a few years' time, women captains will be on Turkish ships.

Ever since a Turkish woman entered the professional world as a street cleaner she has shown herself capable to do a man's job.

Turkey watched with pride the first woman doctor, surgeon, lawyer and magistrate, and wondered where she would draw the line. Hitherto, however, the Turkish woman had confined her attacks to the land, and had left the sea and air to the men.

Surgeon's "70th" Event

One of Italy's most distinguished surgeons, Senator Bastianelli, is celebrating his seventieth birthday by qualifying for taking out an air pilot's certificate.

For several years Dr. Bastianelli has made use of hired aeroplanes for reaching urgent cases.

THE FEMALE OF THE SPECIES.

"Ageless Woman," by Percy R. Broemel. (Murray and Co. 6s.)

This discursive volume does not pretend to be a serious study of woman and her place in the social organism, but rather a collection of anecdotes about famous women of history—their modes, manners, morals, and so forth.

Inevitably, one comes across not a little that has been well exploited before, but as against this Mr. Broemel has some interesting reproductions from old prints and many interesting extracts about dress and deportment gleaned from the files of old journals. It is curious to discover, for instance, that what we were saying about common-sense and women's dress a little time ago when skirts were short was being said about the fashions of the eighteenth century at a moment when the head-dress and other monstrosities were the vogue.

SEA WAYS.

"Leaves From An Unwritten Log-Book," by Captain Walter H. Parker. (Sampson Low, 12s. 6d.)

"If only for the sake of history," says Captain Parker, "it is desirable for us old-timers to record all we can before we, like sailing ships, pass away for ever." His own testimony, particularly valuable when it deals with the last age of sail, is an interesting contribution to sea literature which contains many curious sidelights on conditions during the last fifty years in widely differing types of vessels.

We get the story of his life from the time he went to sea as an apprentice in a windjammer up to his retirement in 1929, when he was in command of the Olympic. In between he entertains us with a succession of vigorous chapters on his life ashore and afloat.

Well worth reading is the account of the whale which made his ship vibrate as if it had run aground by scratching the barnacles off its back on the keel, and the tale of the liner Ohio, which went to sea once with no fewer than thirty stowaways on board—and this after a search had previously been made.

MR. H. G. WELLS WINS.

Woman's Plagiarism Action Fails.

The action brought by Miss Florence A. Deeks, the Canadian author, who claimed damages from Mr. H. G. Wells for alleged plagiarism has ended. Three judges unanimously dismissed Miss Deeks' appeal against the unfavourable decision in a previous action.

Miss Deeks claimed £100,000 damages, alleging that Mr. Wells' "Outline of History" followed her book "The Web," which, she said, was rejected by a London firm of publishers.

"Vacant Thrones, A Parliamentary Sketch-Book, 1895-1931," by Sir Ian Malcolm, author of "Lord Balfour: A Memory," etc. Illustrated. 8vo. About 7s. 6d. net. Macmillan.] Readers of "full-length" biographies have been heard to regret at

times that the great ones of this earth, statesmen, divines and philosophers, etc., are usually presented to them so firmly wrapped up in robes of office that their human side almost escapes notice. In "Vacant Thrones" Sir Ian Malcolm gives us a volume of sketches of statesmen in undress; with all of them he has served in Parliament, and nearly all of them he has known intimately "at home."

As a result, these personal studies serve a triple purpose: for the older generation they stimulate a vivid memory of men who "wrought for Britain in deed and thought"; their successors will find herein a series of portraits of politicians whom they never knew, but of whom they have heard much and may care to learn more; and biographers of the future will perhaps feel that the "Lives" which they are engaged upon will be more truly representative of their subjects if such side-lights as these are included in their work.

Sir Ian Malcolm writes with his usual felicity of style about his friends of all political parties, from Lord Salisbury to Sir William Harcourt and "Tim" Healy. Friendship is the prevailing note of this book; indeed it might have been called, not unworthily, "Nil nisi bonum."

Mr. H. G. Wells, who was out of sympathy with Chamberlain's "tariff reform" policy. He then described himself as a "thorough-going free trader," and during the next few years he opposed protection and urged the need of administrative economy. He was raised to the Peerage in 1906 and died in 1916.

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AMUSEMENTS

OF HONGKONG



TO-DAY TO WEDNESDAY

AT 2.30, 5.20, 7.20 & 9.20

STAR

THURSDAY TO SATURDAY

AT 2.30, 5.20, 7.20 & 9.20

ANITA PAGE as Connie, tired of working behind the counter, who grasped at a life of luxury offered her, and believed the man who said he'd marry her later.



**WHICH ONE
CHOSE
THE RIGHT
ROAD TO
HAPPINESS?**



JOAN CRAWFORD as Jerry, who said: "I've met plenty of men, but they all act the same in a tuxedo." Still she hoped and dreamed of one true love.



with
Robert
Montgomery
Anita Page
Dorothy Sebastian
Raymond Hackett
A Harry Beaumont
Production

JOAN CRAWFORD in Our Blushing Brides

A Metro-Goldwyn-Mayer ALL TALKING PICTURE

Three girls, reaching out for love and happiness—each in a different way. You can't tell which was right now—but see this grand story with the beautiful trio of "Our Dancing Daughters" reunited once more!

Ma velours Fashion Revue! Dozens of Gorgeous Models! Thrills! Romance!

MOVIELAND FEATURES FOR THE WEEK

STAR THEATRE.

Daily at 2.30, 5.20, 7.20 & 9.20 p.m.

To-day to Wednesday:—The dramatic and human all-talking story of three shop-girls, Joan Crawford, Anita Page and Dorothy Sebastian. With a supporting cast including Robert Montgomery, Raymond Hackett and John Miljan.

Thursday to Saturday:—“The Florodora Girl,” Marion Davies brings back the bold, bad, charming days of the Gay Nineties in a rollicking, frolicsome, most unusual musical film! With Lawrence Gray and Walter Catlett. All-talking with technicolour!

WORLD THEATRE.

Daily at 2.30, 5.15, 7.15 & 9.20.

To-day to Wednesday:—Douglas Fairbank's sequel to “Mark of Zorro,” “Don Q, Son of Zorro.” From Thursday:—The Chinese Picture, “The Peach Girl.”

LIKES AND DISLIKES OF
SCREEN PEOPLE.

A recent questionnaire addressed to various screen stars, discovered that many of them have similar preferences.

Out of over one hundred interviewed all expressed a feeling that people were peculiar who don't love dogs.

Some dog-lovers, however, admitted they didn't like cats. Ernest Torrence for one.

Ninety per cent. of the stars, when asked for their favourite colour, answered “blue.” The only exceptions, almost, were blondes. Some blondes, Anita Page and Joan Crawford as examples, felt that they preferred light green and black. As every one knows, these colours are particularly kind to this type.



A
MARION
DAVIES
Production

**THOSE WERE
THE DAYS!**

GET ready for a screen treat! The Gay Nineties are here again! Wait till you see Marion Davies in a bustle! She's a scream as one of the famed Florodora Sextette. Come and laugh! Come and hear “My Kind of Man” and those grand songs of yesterday. Come and enjoy one of the best entertainments you've ever experienced!

MARION DAVIES in The Florodora Girl

Directed by
HARRY
BEAUMONT

A Metro-Goldwyn-Mayer
ALL
TALKING
PICTURE



with
TECHNI-
COLOUR
Sequences

with
LAWRENCE GRAY
WALTER CATLETT.

JOAN CRAWFORD IN
STRONG ROLE.

What is one of Joan Crawford's most pretentious talking picture to date will be seen to-day at the Star Theatre when Metro-Goldwyn-Mayer presents “Our Blushing Brides,” an extremely modern drama adapted from an original story by Bea Meredyth and Edwin Justus Mayer.

Harry Beaumont who produced “Our Dancing Daughters,” the picture which resulted in stardom for Miss Crawford, directed the new film, and Anita Page and Dorothy Sebastian who played featured parts in the former silent picture hit will again be seen in leading roles. An imposing supporting cast includes such popular players as Robert Montgomery, Raymond Hackett, John Miljan, Hedda Hopper, Albert Conti, Edward Brophy, Robert Emmett O'Connor, Martha Sleeper, Mary Doran, Gwen Lee and Catherine Moylan.

The story concerns the respective romances of three girls who work in the same department store and who share living quarters. Fed up with the humdrum and depressing existence of alarm clocks and canned-food two of the room-mates throw all caution to the winds, and when two wealthy and impetuous admirers offer them the opportunity for a more luxurious life, they accept one with the sanction of a wedding ring and the other with a promise of a marriage-to-come. The third, however, sticks to her standards, and as events turn out, her foresight proved only too accurate the first two alliances resulting in disaster. The roles are said to call for intensely dramatic performances upon the part of the principal feminine players.

The picture presents a striking contrast between the lives of the average working girl and wealthy society the scenes switching from the department store and meagerly furnished rooms of the three friends to palatial country estates and park avenue apartments. The

modernistic interiors are reported to be the last word in film settings, particular ingenuity having been shown in construction of a bungalow which was built in the top of a tree out on an island and which forms a perfect hideaway for a love scene between Miss Crawford and Robert Montgomery.

A spectacular setting which was constructed on a huge outdoor stage on designs created by Cedric Gibbons presents a terrace and garden on the Long Island estates of a millionaire and required one hundred incandescent lights and “spots” for illumination. Tall marble colonnades were built about a pinnacle of fluted pillars from which a fountain played upwards into the vari-coloured rays of spotlights, the dripping in cascades into an ornate swimming pool. The overflow from the pool filtered over a modernistic waterfall and into a mirrored brook traversing the greensward and garden beds.

In this scene a number of models displayed the latest fashion creation by Gilbert Adrian, the climax of the spectacle being an Albertina Rasch ballet in which Joan Crawford was given an opportunity to display her ability at classic dancing. The sequence was made particularly effective by being photographed entirely in black and white which emphasized the silver costumes and white wigs of the dancers.

“PRIVATE LIVES” NEXT
SHEARER FILM.

PRIVATE LIVES, the adaptation of Noel Coward's stage play of the same name, will be Norma Shearer's next Metro-Goldwyn-Mayer picture. Robert Montgomery will play opposite Norma, and Sydney Franklin, who has just completed THE GUARDSMAN, co-starring Alfred Lunt and Lynn Fontanne, will direct. Miss Shearer's last picture was A FREE SOUL, while Montgomery was last seen in MAN IN POSSESSION. Production on PRIVATE LIVES is scheduled to start in the near future.

FASHION TALK.

Fashion and feminine foibles are the special province of Gilbert Adrian, creator and designer for the most beautiful women of the screen. He plans the costumes of Norma Shearer, Anita Page, Joan Crawford, Greta Garbo, Dorothy Jordan and a host of other film beauties famous for their chic and charm. Here is his message to you to-day. “Some girls are just naturally born with a flair for wearing sports clothes with the right air. Joan Crawford, for instance, is one of these true sports types. Slender of build and quick in her actions she lends life and energy to every sports costume. She has a swagger in her stride that is practically made to order for golf things.”

“I recently designed a typical sports outfit for her of navy blue with a white ascot tie. Kick pleats afford the right freedom and slender lines accentuate her fine athletic figure. The hat, with its saucy pom-pom fastened on top, is worn back from the face as if pushed back by impatient hands.”

“There is a mixture of tomboyishness and femininity in Joan Crawford's make up that makes her appreciate the carefree qualities of this type of costume. I nearly forgot to tell you that the blue of this outfit is not the regulation navy blue—it is a shade or two lighter and is now referred to as Crawford blue by many manufacturers.”

In conclusion I want to emphasize the importance of cardigan jackets and sweaters. The smartest sweaters are brief and often have a deep, ribbed waistline of ten or twelve inches! Wear plain jackets with printed dresses and printed jackets with plain dresses, and it is not a bad idea to have a light jacket to go with a dark dress. A white jacket for a black dress, for instance, is very good indeed, and to save cleaners' bills I suggest white linen. It is cool and always smart.”

WORLD TO-DAY TO WEDNESDAY

DOUGLAS FAIRBANKS

IN



“DON Q SON OF ZORRO”

MARION DAVIES WILL BE SEEN
IN “THE FLORODORA GIRL,”
A STORY OF THE NEW YORK
OF 30 YEARS AGO.
WITH SONGS AND
TECHNICOLOR.

Marion Davies' noted all-talking picture “The Florodora Girl,” a story of the Gay Nineties, will be shown on Thursday at the Star Theatre.

An imposing cast was selected for this picture, including Lawrence Gray, who played opposite Miss Davies in “Marianne,” Walter Catlett, the stage comedian, recently seen in “Rio Rita” and “George White's Scandals,” Louis John Burtelle, star of “The Show Off,” Sam Hardy, Nance O'Neill, like Chase, Vivian Oakland, Jed Prouty and Claude Allister and a large group of minor players.

The story was written by Gene Markey with additional dialogue by Ralph Spence, Al Bousberg and Robert Hopkins. Harry Beaumont directed. Songs heard in the picture include a reprise of many familiar old popular tunes rendered by a chorus. Lawrence Gray sings the theme number called “My Kind of Man,” which was written by Herbert Slothart, Clifford Grey and Andy Rice.

Information is that “The Florodora Girl” depicts the adventures and the romance of one of the members of the “Florodora Sextette,” which was the sensation of twenty years ago. This bevy of beauties has held more romantic interests than any group of chorus girls in the history of the theatre. It is said on “well substantiated authority that all six of these girls married millionaires.”

The days when “Florodora” was the sensation of Broadway and its sextette of beauties the toast of the town will furnish the picturesque atmosphere of the new Metro-Goldwyn-Mayer production, which is reported to be replete with old New-Yorkiana, including the “bids,” wall-sweeping costumes, the bustles and tightly-laced waists, the old handsome cabs and horse cars, a

reproduction of an old football game between Yale and Columbia and a host of other details which have long since faded in the face of the modern skyscraper era. Several of the scenes were filmed in Technicolor.

Those who have seen advance “shots” of “The Florodora Girl” report that it is by far the best thing Miss Davies has done since “Little Old New York” and “Quality Street.”

TO WEAR THE EMPRESS
EUGENIE HAT.

Lucky are the ladies who can wear the new Empress Eugenie hat shapes with the right dash and personality!

They must have a facial contour that will allow the hair to be smoothed back from the forehead and ears—with no stray and framing locks allowed.

Also they should have clear-cut features with eyes placed far apart and cheekbones rather prominent. Then, they must also have a sophisticated and knowing look—for these hats depend on the expression, to look just right.

Astrid Alwynn, the newly-signed Metro-Goldwyn-Mayer actress who hails from the Broadway stage is one of the few fortunate who can wear these tip-tilted, half-on-the-head hats as they should be worn. Miss Alwynn has dark eyes and brown, sleekly-arranged hair that falls in rhythm with these new styles. She looks especially dashing in a white felt model with a rolling brim on one side, held up by two glossy black feathers. This hat dips smartly down over the other side, coming down over the back of the head to cover the hair, except for a roll around the edge.

Another hat of her choice, equally striking, is of brown felt, of a sporty type. In this model the brim turns up on both sides with a peaked dent over the right eye and a similar peak in back. This hat, as shown in all these styles, dips over the right side and up over the left.

JOAN CRAWFORD WEARS
STUNNING GOWN IN TALKIE.

The day of false economy is past. With it has gone the absurd idea of hoarding one's best dress while wearing one's second and third best until the best one became out-of-date.

Instead, the modern girls are appreciating the value of making their every appearance smart and up-to-date. Rather than fill their wardrobes full of all sorts of clothes, they stock up on a select few that will serve them for every occasion throughout the day and evening.

Some of the patterns that answer for these modern engagements can be viewed in Joan Crawford's latest Metro-Goldwyn-Mayer starring picture, “Our Blushing Brides,” which will be shown at the Star Theatre to-day.

Including in the cast besides Miss Crawford, Anita Page and Dorothy Sebastian, the picture discloses the happenings of these three girls, all placed in the modern day of independence, for they are all classed as “working girls.”

In one scene Joan wears a dress that will be bound to be appreciated by all the girls who view it from the audience. Made of navy blue faille silk with set-in trimmings of powder blue, it follows the approved slender hip-line with flaring hemline. Cape sleeves and square cut neckline with a hold-in waistline are featured while wrist length gloves, wide brimmed hat and bow-slipppers complete the ensemble.

OLD SONG FAVOURITES IN
“THE FLORODORA GIRL.”

A medley of old time favourite songs are played throughout Marion Davies' latest starring picture showing at the Star Theatre from Thursday. Some of these are “Daisy,” “Tell Me Pretty Maiden,” “In the Good Old Summertime,” “East Side, West Side,” etc.

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WAGERS - - - -

by RODERIC DENDA.

"I KISSED HER," he said. "I kissed her hard for 30 seconds!"

I raised my eyebrows. "Really, George," I reproved, "you are disgusting at the best of times; but this is beyond all decency. In Pedder Street, you said? I can't believe..."

"Yes. For a wager, you see. Madge bet me that I hadn't the nerve."

"I am surprised," I continued, in a pained voice, "that a gentleman of your standing should stoop to—"

George shrugged his shoulders. "You old frump!" he said impatiently. "Anyway, I didn't stoop. Madge and I are about the same height."

"And what did she do?"

"She didn't scream. Madge is a sport. Jolly fine girl. She just grinned and said, 'You win.'"

"And what—no, don't tell me any more. It is too much. Come to dinner."

George is like that—impetuous. He will attempt anything if you dare him. At school, I remember, he received innumerable thrashings

for this weakness. Now that he is a man I had hoped that he would have more control of himself, yet he is still the same. To say "I dare you," acts upon George as does a red rag waved before a bull.

There appear to be quite a number of these irresponsible people in my large circle of acquaintances. They force me into wagers at my flimsiest suggestion. If I am with one of them at fifteen, say, and happen to remark that the boy is disgracefully dilatory, my fellow-diner will study his wrist-watch and shy, boisterously, "Come on! I'll bet you five dollars that he won't arrive for another three minutes!"

Three motors and a tram were rapidly converging at an intersection one day at Arsenal Street, and my inhuman colleague wished to wager ten dollars that there would be an accident. There was.

I never encourage this cheap form of gambling, and if my companion's proposition is doubtful and offers me a meagre chance of winning, I always say, coldly, "Don't be a fool, my son"; but if the wager looks undoubtedly good to me and I know there is no chance of failure, I accept, for the philosophical reason that when my friend loses ten or twenty dollars to me (I generally make the stakes high when I am positive of success) he will not be so eager to make rash hazards in future.

And think of the scores of people who do the queerest things for wagers. People who walk around

the world, and cycle around the world, and even push wheelbarrows around the world. People who eat tough meat pies until their jaws refuse to function, and others who dance until they collapse. I once knew a lusty young farmer who drank 15 pints of milk at one sitting, for five shillings; and nothing burst—not even a seam. Then there was that gentleman of Toulon (was it Toulon?) who swallowed seven dozen oysters (or was it only 83?), carried a desperate cow up a hill on his shoulders (after the manner of the ancient Greek athletes), dived down a 40ft. waterfall and (believe me), smoked nine black cigars in two hours 27 minutes. And all for a publicity wager. I may have the statements a little mixed, but I beg to accept them on their face value—I am afraid it would take some time to verify them.

Diogenes with his lamp, in search of an honest man, is a picture that is rooted in all our hearts. You remember those two men who were arguing about honesty on London Bridge. And one of them—the simple one—believed that men were not dishonest, so he wagered that he could stand on the bridge and sell 100 genuine pound notes for a shilling each within a prescribed time. But at the end of the period he had exchanged only three or four of them. The few who accepted his bounty were probably adventurous spirits, who would gamble at anything.

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SUNDAY SALLIES.



That ring in the Chater Road shop was a fickle jade.

Women could initiate a business revival, if they would all go shopping.

The person who courts danger on the road usually finishes up in Court.

A person who squeals is a "nasty pig."—What then is a pig that squeals?

"Three Kowloon Fires"—Now we know the reason for all that smoke and fume.

One satisfying thing about a salesman's visit is that you don't have to return it.

The handle of the "Parish Pump" was hard-worked on Thursday.—It gushed a stream of talk.

Carrying coals to Newcastle has its parallel in shipping electric refrigerators to Greenland.

A shoemaker has been sent to prison.—He now will have an opportunity of trying out his sole at last.

The League's Resolution—Irresolute.

Mr. Shenton's broadside has not yet sunk the Kau Sing.

Daphne having won a menagerie race will now be known as Daphne's Ark.

A police sergeant recently gave chase to a suspect.—Both alighted, the sergeant down, the suspect up.

A cracked mirror brings seven years' bad luck.—Stolen mirrors got a man four weeks' hard, a few days ago.

M. Briand hopes that things will begin to move now.—Umph! Haven't they been moving from bad to worse enough for him already?

The National Government may regard the points made by Mr. Thomas as "Bull's Eyes"—but the Opposition will say they are just so much "bull."

From "Ten Years Ago"—"It is to be hoped that the League Committee will see that the matches are kept up to date."—They were then just as "modern" mad as we are to-day.

Cyprus is now suppress.

Will they eventually China Japan or Japan China?

A train of thought should never be made up of empties.

"Scotman's Curious Dilemma"—What! Has he lost that saxepee again?

"Kowloon Surprises the Navy"—Not only the Navy. What about the Army, Police and Government about a month ago?

A Kowloon beauty parlour has been disfigured.—That shouldn't worry the proprietress a bit. Disfigurements are what the parlour is there to repair.

Lord Melchett says, that one day we should certainly get a four-hour working day.—Hooray!—But, he adds, it might be a long time hence.—It will.

A millionaire has bought three donkeys and, it is said, nobody, but him, knows why.—What donkeys they all are? Of course, he simply wants to remind himself what a donkey he is for becoming a millionaire.

SHEATHED CLAWS

WOMEN to WOMEN by M.L.J.

THERE are many of us who would like to feel that women are equally tolerant and generous minded towards each other as men; that in these more independent days, we have outgrown that streak of malice called "cattishness," which has always drawn an amused smile from the males. I doubt it. I have been so often brought up against that "streak" in my sex, that I have come to the conclusion that it is incurable—a part of us.

If a scandal occurs, the woman is instinctively blamed by her fellow-women. Men will as a rule give one another the benefit of the doubt, women rarely, if ever. They will without blinking state their conclusions as facts.

I recently heard the most amazing and untrue statement made about a friend. The speaker had merely jumped to a (quite pardonable) conclusion, and she was moreover annoyed, when I pointed out that she was wrong, annoyed at discovering that the facts were innocent instead of sinister. Yet this woman was quite a nice person. That is the curious part; cattishness is not the prerogative of the sordid.

It is odd, too, that a woman will make a "catty" remark about another of whom she is genuinely fond, yet her fondness does not prevent her suddenly turning and administering a sharp little "dig."

For instance, an ordinarily charming woman said of another, newly married: "Well, I didn't think it would ever come off. He had no intention of marrying her. I know him well, but she brought it off at last." This particular "cat" had, I know, sat up for nights nursing the woman she had detracted, had helped her with her trousseau, and spent more than she could afford on a wedding present. Still, the kink, which seems so oddly exclusive to the female sex, moved her to the sneering comment.

Perhaps the trait may be based on jealousy, for one is often greeted with "catty" remarks when one meets with some measure of success. Even then this jealousy is misplaced, apparently unreasonable. One could understand a woman who is, perhaps, a business rival, being a trifle jealous or bitter if one had done better at one's job, but the same malicious streak appears in women so much more successful that it is puzzling to know from what reason they should or could feel a grudge.

And why is it that a woman when she praises another woman, particularly another woman, her clothes, her hat, her looks, almost always blunts the edge of the praise by adding some acid postscript? She cannot resist saying: "Charming, my dear, as a frock, but you know, candidly, I really



don't thing frills are your style." She thus spoils any pleasure in a frock, which she must know, whether it suits or not, having been bought must be worn.

A man might not entirely approve, but he would say, "fine", and leave it at that.

"Only a woman, too, could realise the significance of the remark of the friend who says: 'You are looking well. Really dear, you are wonderful!'"

I heard, two women meet, apparently after a space of years. Said the first, "Gracious, my dear girl, how you've altered!"

At lunch-time, two men greeted each other. The same remark, but with what a difference. "Hallo, old man; you've changed a bit, but you're looking splendid." The difference sounds slight, but it was great.

The attitude of men toward each other seems more kindly, genial, unceremonial, with a live-and-let-live tolerance that a largely lacking in women. Women, in spite of education, freedom, liberty, still regard one another with antagonism, watchful, guarded distrust. More carefully disguised now than of old, it is still active.

Shall we ever outgrow it, I wonder.

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WINTER AIR-MAIL SERVICES.

Shorter Route to India from Home.

Progress in the construction of the great maritime port at Haifa, on the coast of Palestine, will make it possible for Imperial Airways to introduce experimentally, a faster and more direct winter air service between Britain and India.

At present the combined Indian and African air-mails leave London each Saturday and, after crossing Europe by way of France, Switzerland, and Italy, to the Mediterranean at Genoa, are carried on in big multi-engined flying boats via Naples, Corfu, Athens, and Crete to Egypt. Here the mail is divided, the Indian mail flying by way of Palestine to Bagdad, and the African mail travelling southward through the Sudan.

Beginning this month, arrangements have been made for two Empire air-mail services to leave London every week, one on Saturday as before, and the other each Wednesday.

The Saturday service will still carry the Indian air-mail, but after leaving Athens it will continue by flyingboat, via Cyprus, to the new port at Haifa (Palestine) instead of via Crete to Alexandria. At Haifa triple-screw land-planes will continue the journey direct across Palestine and Iraq to Bagdad, thus making the Indian route shorter and more direct, the air-mail arriving at Karachi (India) on the following Friday, less than six days after leaving London, this being the fastest winter schedule so far possible on the Indian route. The existing service between Palestine and Egypt will be retained, and will give through connections between Central Africa and India.

The new mid-week Empire service will carry the African air-mail and will travel via Brindisi and Athens to Alexandria, whence it will continue along the present route through the Sudan to Uganda, Kenya, and Tanganyika. This new arrangement will make the Indian and African air-mails independent of each other, and will provide a bi-weekly air service across the Mediterranean.

The London-bound mail from India will continue to arrive at Croydon each Tuesday, but the date of arrival in London of mails from Central Africa will be altered from Tuesday to Friday in each week.

In addition to increasing air travel facilities between Britain and the Near East, the new arrangements will also provide a direct air service between Britain and Palestine, while it will, in addition, be possible to fly from Kenya Colony to India, via Egypt, in only eight days.

The time-tables for both these Indian and African winter services have been drawn up to allow ample time for the recipients of letters to reply to them by the next return mail, several days elapsing between the arrival of an incoming mail, and the departure of the next outgoing service, not only in Britain, but also at the terminals in India and Kenya Colony.

Another advantage offered by the new route will be a later departure from London. Instead of leaving Croydon at 8 a.m., as at present, the departure of both the Indian and African services will be scheduled for noon, thus allowing travellers from provincial cities more time to travel to London to catch the Empire air services.

BOARDS OF ARBITRATORS.

It is hereby notified that the Board of Arbitrators appointed to determine the amount of compensation to be paid in respect of the resumption of Lots Nos. 98 and 111, 6181 and 6183, and 82, 83, 85, 89, 120 and 124 Survey District I, is constituted as follows:—

Mr. Thomas Maynard Hazlerigg, M.C., Justice of the Peace, Chairman.

Mr. Henry Edward Goldsmith, J.P., nominated by His Excellency the Governor.

Mr. Ernest Manning Hazeland, Architect, nominated by the Chairman on behalf of the owners.

The Chairman appoints Tuesday, the 3rd day of November, 1931, at 2.15 o'clock in the afternoon, at the Sanitary Board Room, Post Office Buildings, Hong Kong, as the time and place for the Board to commence its sittings.

Any person claiming compensation

RESULTS OF HOME FOOTBALL LEAGUE MATCHES

(FROM OUR OWN CORRESPONDENT.)

First Division.
Aston Villa 2
Bolton W. 1
Chelsea 1
Grimsby T. 0
Huddersfield 1
Leicester C. 4
Liverpool 3
Middlesbrough 2
Newcastle 3
Wednesday 2
West Ham 2

Second Division.
Bradford 1
Burnley 2
Charlton 0
Chesterfield 0
Manchester U. 1
Notts Forest 2
Preston N.E. 1
Southampton 3
Stoke C. 3
Tottenham 0
Wolves 2

Third Division (South).
Bournemouth 0
Brighton 2
Bristol R. 2
Clapton O. 1
Crystal Pal. 1
Mansfield T. 2
Norwich C. 1
Queen's P.R. 1
Swindon 1
Torquay 1
Watford 3

Third Division (North).
Accrington 5
Carlisle 0
Crewe 4
Doncaster 1
Rochdale 1
Rotherham 0
Southport 1
Stockport 0
Tranmere 2
Wrexham 5
York C. 1

SCOTTISH LEAGUE.
First Division.
Airdrieonians 0
Celtic 4
Cowdenbeath 1
Dundee U. 0
Hamilton 1
Hearts 1
Kilmarnock 2
Morton 0
Partick 0
Queen's Park 1
St. Mirren 2
Ayr U. 4
Motherwell 1
Leith 1
Rangers 3
Dundee 2
Clyde 0
Third Lanark 1
Aberdeen 3

TOMMY ATKINS "AT HOME."

Parents As Invited Guests.

Good food and plenty of it, comfortable housing, not too much work, congenial society, and an abundance of sport and recreation—such is the lot of the peace-time soldier.

Just how good the life is the parents and friends of recruits at the Woolwich Artillery Depot were able to see for themselves recently. It was a happy inspiration to invite parents to see how their soldier sons spend their time, and the credit for it is really due to Miss Bondfield, the late Minister for Labour.

Recently, with Mr. Shaw, then Minister for War, Miss Bondfield visited the depot, and was immensely impressed by the training, particularly on the intellectual and physical side. From this visit sprang the idea that invitations should be sent to parents. Many of the acceptances came from homes in the mining areas, the Army having taken boys who but for the depression would have gone into the now silent pits.

A Mid-Day Feast.
The invitations extended to the mid-day meal, and the parents partook of exactly the same fare as their sons. At present the depot has only 1,200 recruits, but it can accommodate 2,000. To feed such a large family is no small task.

Experience has shown that the quickest way is to line the men up, each with his plate, and let them help themselves. However rash a proceeding that would have been in the old days, there is now always enough to go round.

No special events were staged. What the parents saw was just the daily life of the recruit under training. An important part of this training is physical drill, to which one hour a day is devoted. Fourteen weeks is the period spent in the depot, and in that time the average increase in weight of a recruit is 6 lb. On arrival each recruit is put through a series of athletic tests, and at the end of his training the average youth has improved his long jump by 3½ inches and his high jump by 8 inches. He can put a 16 lb. shot 2¼ feet further, and do the 100 yards in 3/5 of a second less.

Equally satisfactory is the improvement made in education. On joining the majority of recruits have a standard of education on a par with that of standard 8 in the elementary schools. Within their fourteen weeks, 97 per cent. got Army 3rd Class Certificates, equivalent to Standard IV., and 40 per cent. got 2nd Class Certificates, equivalent to Standard VII. It is to the development of intelligence and individuality that training is now devoted.

At the present time the artillery could do with more recruits, but if numbers are lacking certain it is that the standard of the men accepted is high.

tion, whether as owner or otherwise, by reason of such resumption must, before the commencement of the sittings of the Board, transmit to the Colonial Secretary, for transmission to the Board, a written claim stating the nature of his right or interest in the land and the amount which he seeks to recover.

GANDHI'S VIEWS.

Rugby, Friday.

During the discussion on the proposed Indian Federal Court of the Round Table Structure Committee to-day, Mr. Gandhi said he thought Indian delegates speeches displayed insufficient trust in themselves and inability of an Indian National Government to conduct its affairs impartially. The communal issue also coloured the discussions. He differed entirely from the view that the constitution would give anything more than a framework for the Federal Court and define its jurisdiction, and start with jurisdiction to serve for a fixed period. The rest should be left for the Federal Government to evolve. The fundamental belief of Congress was that India should have her own Privy Council. It based its policy on trust and confidence and believed that the supreme authority to be established in India should be responsible for appointing judges and for other matters to-day belonging to the Crown.

Other speakers included Sir P. C. Mitter, who regarded Delhi as an unsuitable meeting place for the Federal Court, and Mr. Zafarullah Khan, who urged the prerogative of the Crown as exercised by the Privy Council should be left alone. Sir Akbar Hydari urged that the appointment of judges should be made by the Crown.—British Wireless Service.

SACREDNESS OF TREATIES.
(Continued from Page 1.)

cussion was envenomed by politics the Japanese Government undertook to pursue as rapidly as possible the withdrawal of its troops, which had already begun on the condition that the safety of Japanese nationals was adequately provided for. This declaration presupposed recognition of the fact that the protection of its nationals could be assured. It was a question of the dignity of the League that that question should be solved.

An Assurance.
Referring to the Press messages read at various sittings, M. Briand said that he was unwilling to introduce polemics and information from outside sources. He had feared that it was in the thought of the Japanese Government to introduce into discussions the main questions at issue, but Mr. Yoshizawa had assured the Council that such questions could only be discussed after evacuation.

Final Suggestion.
M. Briand suggested that the Japanese counter-proposal should be discussed and, if rejected, the Council's proposal should be considered unless the Chinese and Japanese had any other course to propose.

No Withdrawal.
Mr. Yoshizawa, speaking most indignantly explained that the fundamental principles should not be set forth at the Council table, but should be discussed by the two parties, and it was absolutely necessary to reach an agreement beforehand in which these principles were set forth.

He regretted, therefore, that he was unable to withdraw the words referred to in the counter-proposal, nor could he accept the Council's resolution without guarantee of security for Japanese nationals, but Japan did not desire to procure a solution by military force.

OLYMPIC GAMES.

Dutch F.A.'s Generous Donation.

Amsterdam, Yesterday.

Holland has been enabled to participate in the Los Angeles Olympic Games through the generosity of the Dutch Football Association, which is contributing 10,000 florins toward the expenses.—Reuter.

S. AFRICANS' TOUR.

First Match in Perth Drawn.

Perth, Yesterday.

The South African cricket eleven scored 151 for 3 wickets and declared. Dalton scored 59 not out. Western Australia scored 159 for 7 wickets, of which Bromley made 78. McMillan took 4 wickets for 38.

The match was drawn.—Reuter.

POLITICAL SKY.

No Thunderbolts in Closing Stages.

London, Yesterday.

Though still mottled by highly-coloured party arguments the political sky is rapidly clearing. There are no signs of thunderbolts in the closing stages of the campaign, notwithstanding that Lord Arnold yesterday warned a Bethnal Green audience that a second Zinovieff letter was coming at the weekend.—Reuter.

TYPHOON WARNING.

From the American-Consulate-General.

Manila, yesterday, 11 a.m.—Typhoon in about 185 deg. Long. E., and 18 deg. Lat. N., moving N.N.W.

The Royal Observatory's weather report 6.30 last night stated:—

The typhoon is about 350 miles to the South-East of the Bonin Islands, moving N.N.E. The anti-cyclone is passing into the Pacific to the East of Japan.

Forecast:—N.E. winds, moderate; fine to cloudy.

CLEAN HANDS.

Most motorists like to have clean hands, but after an afternoon in the motor house with the grease gun it is often very difficult to remove the dirt and grime. Many people commence cleansing operations by soaking their hands in hot water, but this is not the correct way to set about the matter, as hot water opens the pores of the skin and the grease then penetrates and becomes very hard to remove. If the hands are first washed in cold water to remove the worst of the dirt and then with hot water, the result will be much more satisfactory.

Council Adjourns.

M. Briand adjourned the Council until 4 p.m. when a vote will be taken on the two proposals.—Reuter.

ARTIST LEAVES FOR SIAM.

To Paint the King's Portrait.

New York, Sept. 15.

Lillian Genth, A.N.A., the celebrated American artist, left here to-day for a painting tour of the Orient which will include a visit to Siam, where she will execute a commission portrait of King Praja Dhipok.

Miss Genth will also visit China, Japan, New Guinea, Java, Fiji Islands, Samoa Islands and, perhaps, Montauk Islands. She said that her stay in the Far East might be for several years if she found the inhabitants unusually interesting. This will be her first trip to the Antipodes.

In Japan Miss Genth intends to give most of her attention to wrestling. She will attend several important tournaments there and she hopes to secure enough action studies of Japanese grapplers to make a good sized exclusive exhibition. She will also paint portraits of some of the outstanding Japanese wrestling champions. In the other countries the artist will devote her talents to dancers' and religious ceremonies almost entirely.

Three years ago Miss Genth created a big sensation in art circles by publicly announcing that she had for ever discontinued painting nudes, a form of artistic expression through which she had acquired international fame and great wealth, and then flatly refusing to explain why. Since that time she has painted nothing but Spanish and African subjects of the non-nude variety. For many seasons she has maintained a large studio in Spain where she has spent the greater part of her time.

Since renouncing nudes Miss Genth has taken a deep interest in bull fighting. She is an ardent bull ring patron and has seen nearly all of the famous matadors in action. Her "blood and sand" studies have been acclaimed by critics abroad. A number of these canvases are to be found in the private collections of prominent Spaniards. Her recent portrait of Sidney Franklin, the American torero, has been highly praised.

Miss Genth, who was Whistler's favourite pupil, had the great distinction of being the only American artist officially invited to attend the Barcelona and Seville Expositions.

QUEEN TO ATTEND LADY MAY'S WEDDING.

Rugby, Friday.
The Queen, accompanied by Prince George, reached London to-day on her way to Sussex, where to-morrow she will attend the wedding of her niece, Lady May Cambridge, daughter of the Earl and Princess Alice Countess of Athlone, to Capt. Abel Smith, at Balcombe Village Church.—British Wireless Service.

PASSPORTS.

The following Press communication was issued on Oct. 23 by the Honourable the Colonial Secretary:—

With reference to recent questions on the subject of passports for Shanghai it is notified for general information that the arrangements whereby British residents of Hong Kong do not need a Chinese visa to enter Shanghai are still in force. It is reported by the Chinese passport office at Shanghai that difficulties have arisen in individual cases in ascertaining whether the claim to Hong Kong residence is genuine, but the assurance is given that an endorsement on the passport to this effect will overcome any such difficulty.

PASSENGERS.

Table K (A), substituted for Table K (A) in the Schedule to the Merchant Shipping Ordinance, 1899, as appears in Government Notification No. 7 of 1924, is hereby amended by the substitution, in the item "Passengers on board on arrival," of the words "Chinese Cabin" for the words "Chinese Deck" and of the words "Asiatic Deck" for the words "Chinese Deck."

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